

The Hongkong Telegraph.

WEATHER FORECAST
FAIR.

(ESTABLISHED 1881.)

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April 19th, 1912, Temperature a.m. 68, p.m. 82; Humidity...93, 61.

April 19th, 1911, Temperature a.m. 68, p.m., 67; Humidity...58, 45.

No. 8765

號四初月三年子壬

SATURDAY, APRIL 20, 1912.

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TELEGRAMS.

THE TITANIC DISASTER.

Survivors' Thrilling Descriptions of the Last Scenes.

OFFICERS HAD TO BE FORCED TO LEAVE THE SHIP.

[Service to the "Telegraph."]

London, April 19, 1.25 p.m.

Mrs. Churchill Candee, of Washington, who had both legs broken in getting into a life boat, declares that most of the men were saved through being picked up in the water into which they plunged after the lifeboats were launched.

Colonel Gracie of the United States Army, who went down with the Titanic, states that he was whirled around and seized a grating. He then saw a raft floating upwards which he boarded. He rescued others till there were thirty aboard. They were picked up by the Carpathia.

ENQUIRY WELCOMED.

Mr. Bruce Ismay, who is overwhelmed by the disaster, affirms that the White Star line will do everything that is humanly possible to alleviate the distress and would welcome the most exhaustive enquiry. Mr. Ismay left on the last boat—one of the collapsible boats.

MEMORIAL TO MR. STEAD.

Reuter's correspondent at New York states that hundreds of delegates at the religious congress which Mr. Stead was to address held a memorial service to Mr. Stead in the Carnegie hall.

MARVELLOUS DEVOTION.

The Titanic's assistant wireless operator in a message to his bride testifies to the marvellous devotion of his chief, Phillips, who continued working in his cabin after it was washed and a quarter of an hour after the captain said, "You have done your duty. Save yourselves."

NO COWARDICE.

Mr. Cheverot, the Canadian sculptor, declares that there was absolutely no cowardice. "I take off my hat to the English seamen who went down with the ship," he said. "Those manning the boats were difficult to force into them."

Colonel Gracie, in the course of a further statement, said that he felt as though he were propelled upward by the explosions. All around him were bodies and the raft was soon full and waterlogged. They were compelled to refuse to take others aboard. Many of those refused went to their death saying: "Good luck. God bless you." "We prayed constantly," said Colonel Gracie, "throughout the night, till help came."

A GRIM STATEMENT.

Three French first-class passengers emphasise the fact that but for blind faith in the unsinkable qualities of the Titanic—the loss of life would have been less. Many believing that the launching of the lifeboats was an excessive precaution and that there was no risk whatever, remained aboard and refused to go. Many of the boats were thus lowered only half filled. When they realised that they were sinking some of the passengers succeeded in lowering a collapsible boat which was damaged in the collision. Fifty people crowded into the boat which was semi-swamped. One by one the occupants perished with cold and were thrown out. Only fifteen survived and were picked up.

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CAPTAIN'S HEROISM.

[Service to the "Telegraph."]

Survivors who were still aboard when the Titanic sank, agree that Captain Smith was most heroic to the end.

Just before he was washed off his feet he megaphoned the crowd to be British. He was seen later helping struggling people in the water.

Other officers and members of the crew nobly seconded the captain's example.

No less than 85 passengers are in hospital in New York.

The Mansion House fund now reaches over £50,000. Sir Ernest Cassel has contributed £500 and Sir Julius Wernher £250.

FOREIGN POWERS.

SYMPATHY.

Representatives of practically all the Foreign Powers have called at the Foreign Office to offer sympathy in the Titanic disaster. Sir Edward Grey has gratefully acknowledged the offers of sympathy.

The Football League has passed a resolution that all clubs shall make collections on behalf of the relief funds on the football grounds.

WHAT OF MR. STEAD?

Reuter's correspondent at New York states that some newspapers print a brief account of the death of Mr. Stead whom the survivors think they saw on the raft with Colonel Astor after the Titanic sank. Other witnesses state that they had seen Colonel Astor with Major Butt on the bridge as the ship took her final plunge. Probably, if this is correct, both Mr. Stead and Colonel Astor found themselves in the sea and swam to the overturned raft in a final effort to escape. At any rate, the two men who were taken for Mr. Stead and Colonel Astor finally succumbed to cold and exposure and, releasing their hold on the raft, disappeared into the sea.

It has been arranged that the 300 survivors of the crew shall sail for England to-day. Six Chinese who had hid beneath the seats of the Titanic's lifeboats are among the survivors. They were undetected until the people in the boats boarded the Carpathia. Two of their companions who were also in hiding were crushed to death by the weight of the passengers who were sitting above them.

ON THE RAFT.

Colonel Gracie, continuing his narrative, states that the crowd on the raft were compelled to stand for hours packed back to back and afraid to move lest the delicate balance should be upset. Even when someone whispered that a steamer was approaching they dared not look round.

COMMITTEE OF SURVIVORS STORY.

London, April 18, 5.45 a.m.

A message from New York states that a committee of surviving passengers of the Titanic has issued the following statement:—

"We, the undersigned surviving passengers of the Titanic, in order to forestall any sensational and exaggerated statements, deem it our duty to give the Press a statement of facts which have come to our knowledge and which we believe to be true.

On Sunday, April 14, 1912, at about 11.40 on a cold starlit night, the ship struck an iceberg which had been reported to the bridge by the look-outs, but not early enough to avoid a collision.

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THE DAMAGE.

[Service to the "Telegraph."]

Steps were taken to ascertain the damage and to save the passengers and crew. Orders were given to put on life-belts, boats were lowered, the usual distress signals were sent out by wireless and rockets were fired at intervals.

Fortunately the Carpathia received the wireless message from the Titanic about midnight. She arrived on the scene of the disaster at 4 a.m. on Monday and received the survivors on board with the most touching care."

THE LIFEBOAT ACCOMMODATION.

The statement of the committee of survivors continues at length and pays high tribute to the treatment the shipwrecked passengers received on the Carpathia. The statement proceeds to point out that the Board of Trade passenger certificate of the Titanic allowed for 3,500 passengers but lifeboat accommodation for only 950. The total number of people on board was 2,340, and those who were rescued comprise the following:—

First class	210
Second class	125
Third class	200
Officers	4
Seamen	39
Stewards	96
Firemen	71
Total	745

STRAIGHT SPEAKING.

Concluding their statement the committee says:—

"We feel it is our duty to direct the attention of the public to the inadequate supply of life-saving appliances on modern passenger steamships."

"We recommend that immediate steps be taken to compel them to carry sufficient boats and to carry the maximum 'board.'"

The statement also directs attention to the lack of trained seamen to man the boats and the insufficiency of officers to superintend the launching of them. The committee suggests that an international conference be convened and recommends the passage of identical laws providing for the safety of all at sea.

CARPATHIA ARRIVES.

The Carpathia arrived at the pier at 8.37 in the evening. The members of the Senate and the Committee of Investigation into the disaster had intended to board the Carpathia at sea, but the liner developed unexpected speed and reached the pier before the Committee arrived in New York.

Some delay occurred in the docking of the vessel owing to the taking off of thirteen of the Titanic's lifeboats. The survivors began landing at 9.35. As they entered the street a dead silence fell upon the crowd and even the flash-light batteries of the Press photographers for a moment ceased their bombardment.

WAILING WOMEN.

When the Carpathia arrived there were a thousand relatives and friends of those on board assembled on the pierhead, including Mr. Morgan, Jun., and representatives of the Widener and Thayer families, who came from Philadelphia by special trains. Automobiles

TELEGRAMS.

THE TITANIC DISASTER.

biles came rushing up outside, bringing others. Women were wailing as the Carpathia was slowly warped to the dock. The Committee of the New York Stock Exchange brought to the pier a sum of twenty thousand dollars collected from the members for distribution among needy survivors. There were many doctors and nurses in attendance, also a couple of ambulances.

SUICIDE RUMOURS DENIED.

According to the stories of the survivors revolver shots were heard as the Titanic went down and this occasioned rumours of the suicides of the captain and the chief engineer, but the survivors of the crew have discredited these reports, and say that the captain was last seen leaping from the bridge as the decks were washed away.

A PITIFUL SIGHT.

Interviewed in New York, a passenger by the Carpathia says that sixteen lifeboats in all were sighted. The transfer of the Titanic's passengers was a pitiful sight. Ropes were tied to the waists of the adults and the children and babies were placed in bags and hoisted on deck. Some of the boats were not half full, while others were crowded. Some of the unfortunate people were in evening dress and others were in night-clothes and blankets. All were hurried to the saloon, where they were furnished with a hot breakfast. They had been in the boats for from four to five hours in a most biting wind. No demonstration was made by them, and not a sob escaped their lips. All seemed to have been stunned by the shock of their experiences. Divine services were held after breakfast. Four of the rescued died soon after reaching deck.

A SURVIVOR'S STORY.

A Londoner named Beesley said the voyage from Queenstown was quiet and uneventful and of the finest description. The weather was calm but extremely cold and particularly so on the last day.

"I had been in my berth for about ten minutes," he said, "when, about 10.15, I felt a slight jar, then soon another one, but neither of them sufficient to cause me the slightest anxiety. However, the engines stopped immediately."

FIRST THOUGHTS.

My first thought was that we had lost a propeller. I went on deck in my dressing gown and found that only a few people had come up similarly to enquire. No one was in the least anxious. I saw a game of cards proceeding in the smoking room and went in to enquire if they knew anything. It seems that they felt more of the jar. Looking through the window, I saw a huge iceberg pass close by and thought we had grazed it with a glancing blow.

CARD GAME WENT ON.

None of us had any conception that the vessel was pierced below by a submerged part of the iceberg. The game went on with little thought of impending disaster. I retired again to my cabin and read till the engines restarted and never saw any of the card-players or onlookers again. A little later, hearing people going upstairs, I went out again and found everyone wanting to know why the engines had stopped.

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AN OMINOUS LIST.

There was no doubt that many of the passengers had been awakened from their sleep by the sudden stopping of the vibration. I noticed a list from the stern to the bows and imagined that some of the front compartments had filled and weighed her down. I went down below again for warmer clothing and, as I was dressing, I heard the order:—

All Passengers on Deck With Lifebelts.

We all walked up slowly with lifebelts over our clothing, and even then we presumed that this was only a wise precaution that the captain was taking and that we should return shortly to retire to bed. There was a total absence of panic, possibly owing to the exceedingly calm night and the absence of signs of accident. The ship was absolutely still, and, except for a gentle tilt downwards, which I don't think one person in ten would have noticed, there were no signs of approaching disaster.

But in a few moments I saw that the covers were lifted from the boats and that the crews were standing by ready to lower, and then I realised that something serious had happened. The people were now pouring up from below and presently the order was given:

All Men Stand Back From the Boats. All Ladies Retire to the Next Deck Below.

The men stood back in absolute silence, some leaning on the railings and some pacing the deck, while the ladies were swung out and lowered to the decks below, where the ladies got in quietly, except some who refused to leave their husbands. Some of the latter were torn from their husbands and pushed into the boats.

NO DISORDER.

All this time there was no trace of disorder or any attempt to rush to the boats. There was no hysterical sobbing on the part of the women, and it was extraordinary how self-controlled everyone was even when they realised that they might presently be in the sea with life-belts only to support them. When the boats with the women and children disappeared in the darkness word was given to the men to enter the boats and this was effected quietly.

PORRHOLES BLAZING.

When I got away it was one o'clock in the morning. It was a beautiful starlit night. There was no moon and the sea was calm as a pond, just a gentle heave, but bitterly cold. In the distance the Titanic looked enormous. Outlined in black against a starry sky, with every porthole blazing, it was impossible to think that anything was wrong but for the ominous tilt at the bows, where the water now reached the lowest row of portholes.

TELEGRAMS.

THE TITANIC DISASTER.

THE LAST SCENE.

About two in the morning I observed the Titanic settling most rapidly. The bows and bridge were completely submerged, and she slowly tilted on end, the stern being vertically upwards. The lights flashed and then went out altogether. I heard the machinery roaring down through the vessel with a rattling and groaning that was audible for miles around. It was the weirdest sound imaginable in mid-ocean. She remained upright for a time, which I estimate at five minutes at least, one hundred and fifty feet of her hull towering up a black mass against the sky. Then with a quiet slanting dive, she disappeared and there fell upon our ears the most appalling noise human being has ever listened to—the cries of hundreds of our fellow-beings struggling in the icy water and crying for help, which cry we knew could not be answered."

WOMEN FIRST.

The story is given by a passenger of the Carpathia that the Titanic crashed into the iceberg immediately after sighting it a quarter of a mile away. Simultaneously the click of levers operated from the bridge stopped the engines and closed the bulkheads. The captain on the bridge summoned all to don life preservers and ordered the boats to be lowered. The first boat was mostly filled with males as they were the first to reach the deck. When the rush of women and children began the women were first, a rule that was strictly observed. The officers drew their revolvers but in most cases they were not used.

"NEARER MY GOD TO THEE."

As the last boats drew away the ship's band gathered in the saloon near the end and played "Nearer my God to Thee." It is believed that the explosion of the boilers was due to the admission of ice water, and that this broke the ship in two.

ACCOUNTS DISAGREE.

It is stated that one of the Titanic's passengers died in the boats and five on board the Carpathia as a result of the hardships and exposure. The accounts of the scene when the liner struck disagree. Some maintain that calm prevailed, while others state that wild disorder broke out and that there was a mad struggle for the boats. Some hysterical survivors, who refused to give their names, said that the captain and chief engineer committed suicide, but these reports are not confirmed, and are discredited.

Mr. Beesley, of London, and Colonel Gracie, an American, deny that the officers used their revolvers.

NOTABILITIES MISSING.

Up to the present, the only reference to Mr. Stead is by the York-shireman, Mr. Barkworth, who saw him on deck shortly after the vessel struck. Others report that they failed to see him among the men who were watching the loading of the boats. As there was no alarm, he may have returned to the stateroom. It is also wondered whether Mr. Hays and Mr. Guggenheim tarried too long, or forbore to approach the fast-filling lifeboats. Passengers praised enthusiastically the calm courage of Col. Astor and Major Butt. Mr. Taft's aide de camp. Both helped and cheered the women. Mr. Astor personally helped a young bride, who was in delicate health, into one of the last boats.

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8.00 a.m. to 10.00 a.m.	" 10 min.
10.00 a.m. to 11.00 a.m.	" 15 min.
11.30 a.m. to 12.45 p.m.	" 15 min.
12.45 p.m. to 1.15 p.m.	" 10 min.
1.15 p.m. to 1.45 p.m.	" 15 min.
1.45 p.m. to 2.15 p.m.	" 10 min.
2.15 p.m. to 5.00 p.m.	" 15 min.
5.00 p.m. to 8.10 p.m.	" 10 min.

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10.30 a.m. to 11.00 a.m.	" 10 min.
11.45 a.m. to 12.00 noon	" 15 min.
12.00 noon to 1.00 p.m.	" 10 min.
1.00 p.m. to 5.00 p.m.	" 15 min.
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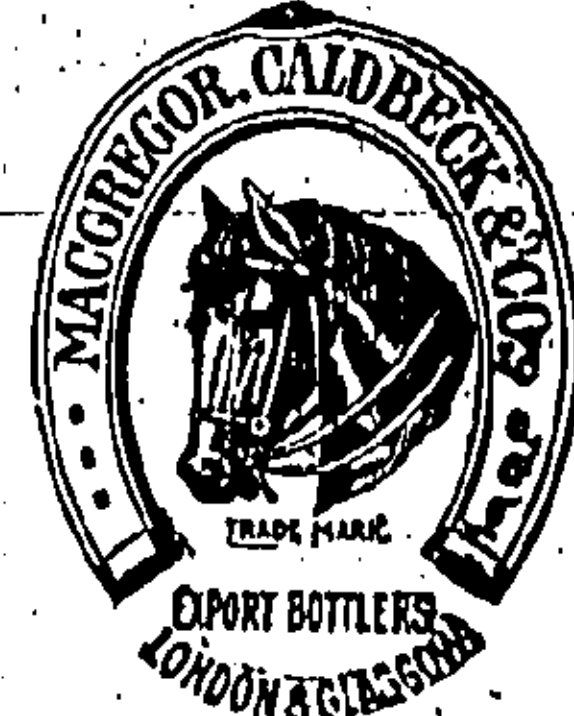
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Hongkong, 15th April, 1912. [149]

OUR CONTEMPORARIES.

WHAT THEY THINK.

China Mail.

Cables and Wireless.

The Associated Chambers of Commerce of Great Britain have recently been discussing the question of cables and wireless installations and to judge from the general tenor of the debate we gather that an impression is gradually gaining ground in the public mind that the future of cable systems is doomed. We are not quite of that opinion ourselves. Like Sir John Barran, the Parliamentary Secretary to the Postmaster-General, who took part in the discussion, we are of the way of thinking that the subject is still rather obscure. The principal objection to the present system of wireless telegraphy is that any station properly attended can tap the messages, thus doing away entirely with secrecy, and it is on the point of secrecy that so much depends. The experiences of the present week in connection with the loss of the Titanic also show what a considerable amount of harm amateur operators can do by intercepting messages. This evil we believe is mainly prevalent in the United States and the attention of Congress has frequently been drawn to it, especially by responsible officers of the U. S. Navy. But up to the present the Legislature has ignored these protests.

Daily Press.

Asiatics in Hawaii.

It is obviously only by measures aiming at the exclusion of the Asiatic that an "environment" could be created which would stop American families "leaving comfortable livings in Hawaii for the Pacific Coast." Having regard to the conditions existing when Hawaii was annexed to the United States, the creation of the desired "environment" is scarcely feasible. The more the territory is developed the larger will be the demand for labour on the plantations, and since it is vain to hope for American labour the planters, be they American or Asiatic, must depend upon the labour of the Asiatic. Hawaii, we are told, is larger than Connecticut and Rhode Island combined, and incomparably more fertile. She produces fifty million dollars worth of wealth a year, and that amount can be doubled under healthful and stimulating conditions. The natural conditions there are such as to make it entirely practicable to develop a population of five hundred thousand people of the right kind. No doubt this is true. Hawaii has been well called "the paradise of the Pacific." Its climate is ideal and the possibilities of agricultural development are afraid the American population of Hawaii will have to reconcile itself either to the growing power of control of the Asiatic in the islands, or in the alternative, to a system of Government akin to that which obtains in British Crown Colonies.

South China Morning Post.

Has South China no Voice?

Two Japanese publicists have returned to their native land after a sojourn in China, and their observation from a study of the trend of affairs in the north is interesting, if not prophetic. Dr. Terno asserted that the "southern government now existed in name only, all power having virtually been passed into the hands of the northern government. It was now immaterial when Yuan Shih-kai assumed the presidency or Dr. Sun Yat-sen wielded the sceptre of state." This remarkable expression of opinion will find no responsive echo of sympathy in Canton, and we are not prepared to accept his dictum without some proof on which he bases his belief. The leaders of public opinion as articulated in political movements in the south are as enlightened and as highly educated as their compatriots in the north of China, and to assert that the struggling and plotting carried on so diligently for years past by patriotic men in the south is to go for naught now that victory is achieved, is as ridiculous as to expect a goat to swallow a camel.

DIRECTORS AND THEIR LIABILITIES, DUTIES AND POWERS.

Foreword.

The article to-day deals with the power of directors of a trading company to borrow money for the purposes of the company and shows the imperative necessity for the directors not exceeding the borrowing powers expressly conferred upon them by the Articles of Association. It further deals with the question as to the right of directors to delegate their powers to others. They being themselves agents, cannot give discretionary powers to others to act in their stead, unless they are expressly authorised to do so by the regulations of the Company, nor can they divest themselves in favour of other persons of any of the powers conferred upon them.

(Continued from last Saturday.)

Borrowing Powers.

It has held on many occasions, and is now unquestioned law, that a trading Company has an implied power to borrow money for the purposes of its business, if such borrowing is not expressly prohibited by the Articles of Association of the Company. But the fact that that proposition has "been confined to commercial or trading Companies goes strongly to show that a power to borrow is not implied where the body in question is other than a commercial undertaking" (Buckley J. in *re Badger, Mansell v. Cobham* (1905) 1 Ch. at p. 574). So that where the business of a Company is not that of carrying on a commercial undertaking it is necessary that it should be expressly stated in its Memorandum of Association that one of its objects is the borrowing of money. But this is not necessary in the case of a trading Company, the objects of which are expressed to be the carrying on of a commercial business, for these objects imply a power to borrow for the purposes of that business. It is nevertheless usual to set out in the Memorandum of Association of a trading Company that one of the objects is to borrow money, and to give security for the repayment of that money. And it is further usual for the Articles of Association to give express power to the directors from time to time, at their discretion, to borrow money for the purposes of the Company. But in order to enable directors to exercise a power to borrow, it is not necessary that such an express provision should be inserted in the Articles, if (as is usually the case) the powers of the Company itself are conferred upon them generally by the Articles (*Patent Fils Co. L. R. 6 Ch. 83*).

It is often advisable to expressly limit the borrowing powers of the directors, and this is generally done by providing in the Articles that the amount borrowed by them shall not at any one time exceed the amount of the capital, or of a certain proportion of the capital, of the Company. But, when it is so provided, the directors are entitled to borrow money up to that limit, notwithstanding the fact that all the capital has not been called up, and that the amount so borrowed exceeds the sum actually subscribed (*English Channel S. S. Co. v. Rolt* 17 Ch. D. 715).

Where the directors exceed the limit of their borrowing powers the company is in no way bound by their acts in this respect, and the lender would not be entitled to retain any securities of the Company delivered to him by the directors, unless the money borrowed upon such securities had been actually applied in payment of the debts and liabilities of the Company (*Blackburn Building Society v. Cunliffe* 22 Ch. D. 61. *Wentlock v. River Dee Co.* 19 Q. B. D. 155).

Although it is necessary that a person proposing to lend money to a Company, or to its directors on its behalf, should ascertain what (if any) borrowing powers are possessed (*Fountain v. Carmarthen Ry. Co. L. R. 5 Eq. 218*), it is not necessary for him to ascertain that all preliminaries have been observed which are required by the regulations of the Company to be observed before the directors can exercise their

power to borrow. "He is entitled to presume that the directors are acting lawfully in what they do" (*Fountain's case* at p. 322), unless the lender is himself a director of the Company, in which case "the well-known authorities which make it unnecessary to see whether the internal regulations of a Company have been observed or not do not apply" (*Howard v. Patent Ivory Manufg. Co.* 38 Ch. D. at p. 170). Nor is a lender bound to enquire into the purposes for which the money is intended to be applied. The misapplication of it by the directors does not avoid the loan, unless it can be proved that the lender knew that it was intended to be misapplied (*Young v. David Payne & Co.* (1904) 2 Ch. 608).

If the Company has itself power to borrow money in excess of the powers in that behalf conferred upon the directors, the acts of the directors in excess of their authority may be ratified by the Company, and rendered binding (*Terre v. Union Bank of Australia* 2 A. C. 360).

The directors are themselves personally liable to the lender for the repayment to him, with interest, of money borrowed by them, ostensibly on behalf of the Company, but in excess of their powers. By so borrowing they are guilty of a breach of warranty that they possess the required authority (*Wicks v. Property L. R. 8 C. p. 427*, *Pirbright's Executors v. Humphreys* 18 Q. B. D. 54).

Delegation of Powers.

Directors, being themselves agents for the Company, the well known maxim *delegatus non potest delegare* applies to them; and they are therefore unable to delegate their powers to others unless expressly authorised to do so by the Articles of Association, or by the Company in General Meeting (*Cobbe v. Beebe* 6 Q. B. 561). But, inasmuch as it is frequently very necessary that authority should be given to directors to delegate their powers to other (especially when the business of the Company is principally carried on in some part of the world other than that in which the directors reside) it is usual, by the Articles of Association, to confer authority on the directors to delegate certain or all of their powers. The authority to so delegate is, of course, invariably confined to such powers as are expressly conferred upon the directors themselves by the Articles of Association; and therefore it is necessary for the Company to give further express authority to delegate in a case where the directors are authorised to do something beyond that which they expressly empowered to do by the Articles, and which it is difficult or impossible for themselves to do personally. The great majority of Companies carry on business in the same place where the directors reside, and it is therefore generally provided by the Articles of Association (as it provided in Table A) that the directors may delegate any of their powers only to a member or members of their own body. Where it is so provided the outside public are entitled to presume that delegated authority has been given to the one director who purports to deal with them on behalf of the Company (*Totterdell v. Farham Brick Co. R. R. 1 C. p. 674*, *Byggestaff v. Rowatt's Wharf Ltd.* (1896) 2 Ch. 931 "Persons dealing with Companies are bound to look at what one may call the 'outside position of the Company'—that is to say, they must see that the acts which the Company is purporting to do are acts 'within the general authority of the Company', but they are not bound to ascertain whether the internal regulations of the company have been followed (*County of Gloucester Bank v. Rutley Merthyr Co.* (1895) 1 Ch. 620). They cannot, however, be allowed to assume in all cases that what is done is authorised by the Company, merely because the person doing it might possibly have been authorised to do it by a delegation to him of the power of the directors. Thus, where the Articles of Association of a Company authorised the directors to delegate their powers to any member of their body, and one of its objects was the drawing, accepting, &c., of bills of exchange, the acceptance of a bill

of exchange by one of the directors in the name of the Company was held not to render the Company liable, the director not having acted "under the authority of the Company" within the meaning of Section 47 of the Act of 1862 (*Premier Industrial Bank v. Carlihan Co.* (1909) 1 K. B. 100). Where the Articles of Association provide that the conduct of the business of the Company is to be vested exclusively in the directors, the latter cannot lawfully enter into an agreement with the manager of a department that he, and he alone, shall have power to manage the business of his particular department, without being interfered with by the directors, for this would amount to a substantial parting with the control of the business expressly vested in the directors (*Horn v. Faulder & Co.* 99 L. T. 524).

A mere delegation of any of their powers by directors to a manager would be intra vires, if authorised by the Articles, for delegation does not imply a denudation of power and authority (*Huth v. Clarke* 25 Q. B. D. 391).

In the case cited of *Horn v. Faulder* it was questioned by the learned Judge who decided it whether the directors could divest themselves of the control of part of the business even if their so doing were sanctioned by a majority of the Company, so long as the Articles stood as they existed. From this it might be contended that where the powers of directors, as regards delegation and otherwise, are limited by the Articles of Association, even a majority of the members cannot extend those powers, unless and until the Articles are themselves altered to enable this being done. But so long as the objects of the Company permit of the proposed extension, it is submitted that a majority of members sufficient to pass a special resolution could give the required authority—e.g. if one of the objects stated in the Memorandum of Association of a Company were to sell its whole undertaking to another Company, for shares or otherwise, a majority of members could authorise the directors to negotiate and to enter into a contract for such sale, and to delegate the authority so given to them; and this, although a minority might be prejudiced by the terms of the sale. (See *Wall v. London & Northern Assets Co.* (1898) 2 Ch. 489). In any case, although the directors might exceed their powers in entering into a contract, by themselves, or by their agent, for the sale of the undertaking of the Company, their act in so doing may be ratified by the Company, and the sale properly carried out under Section 185 of the Ordinance (Section 102 of the Act of 1908), if a special resolution for the purpose be passed (*Clinch v. Financial Corp.* L. R. 4 Ch. 117).

And even where directors have acted entirely beyond the powers conferred on them by, and in direct violation of, the Articles of Association, it has been held in the case of *Phosphate of Lime Co. v. Green* L. R. 7 C. P. 43, that what they have done may be ratified by the more acquiescence of the shareholders, without any special resolution being passed. It was further held in that case that it is not at all necessary to prove the acquiescence of each individual shareholder, but it is sufficient to show that what was done came to the knowledge of all who chose to enquire, and who had the opportunity and means of enquiring. "The fact that they did not choose to enquire is strong evidence that they were satisfied to adopt the 'acts of the directors' at all events and under whatever circumstances, and to take the 'benefit of the arrangement' made by them in any form 'they thought proper'." (Willis J. at p. 58).

It was similarly held by the House of Lords in the earlier case of *Evans v. Smallcombe* L. R. 3 H. L. 249, in which Lord Cairns L. C. said: "If by 'acquiescence' is meant a course of conduct 'which amounts to active and intelligent consent, I think it very likely that many of these shareholders could not be held to have actively or intelligently consented to what was going on. But what I think is the

real question to be looked at in any case of this kind is this:—Had the shareholders notice of 'the way in which the affairs of the Company were being conducted, and its property was being managed. . . . If they had that notice and if they were content not to oppose those acts which they 'know were every day being done, then I think they are debarred in point of equity from coming forward at a later period 'for the purpose of undoing 'what had been done.'"

But in order that the shareholders' acquiescence should render valid the unauthorised acts of directors, the notice of such acts should be clear and unmistakable. It is, for instance, not sufficient for an item to appear in the annual balance sheet of some unauthorised payment, or investment, unless its appearance is calculated to attract the attention of shareholders using ordinary care (*Mazzetti's case* 42 L. T. 200). But if it is so calculated to attract attention, and the shareholders do not choose to take any notice of it, and to raise objection within a reasonable time, it will be difficult for them later on to impeach the transaction, for they may be assumed to have approved of it. It must be borne in mind, however, that it has been held that "it is no part of the duty of a shareholder to look into 'the management of the business.' He has a right to leave the 'management in the hands of those to whom he has confided it, and to assume that they are 'doing their duty. It is not 'enough to show that they might 'have become acquainted with the 'mismanagement of their affairs.' It must be shown that they did 'so' (Lord Cranworth L.C. in *Stanhope's case* L. R. 1 Ch. at p. 170). It may nevertheless be shown if clear notice has been given to every shareholder of precisely what has been done, and if each has impliedly assented thereto by his omission to raise objections.

An act done by the directors or by any person to whom they have delegated authority, cannot be rendered valid by the express or implied ratification of every individual shareholder, if it is an act contrary to the provisions of a statute, or beyond the powers of the Company itself. (*Ashbury Co. v. Riche* L. R. 7 H. L. 693).

SHORT SERMON.

The Kingdom of God is at hand.—Matthew, iv, 17.

"When I say in the Lord's Prayer, 'Thy Kingdom come,' does it mean that I am asking for this world to end?" said a young girl to the writer not long ago. "If it does, I should not say it, because I do not want this world to end,—at least before I die."

So sincere was the query, and so indicative of a wonder not illogical to youth, that it deserves more than a private answer. So, to the reader as to the youthful seeker, is offered a part of one of the best sermons ever preached on this subject,—a sermon on "The Kingdom of God" by Edward Everett Hale.

After saying "when the Christian church falls back on the foundation truths, God can reign in this world," the great preacher gives a simple and forceful picture of what "the kingdom of God" in this world might be like,—a picture based on what he knew to have been accomplished in certain places.

"I know a town where the watchfulness over every child born into it is so absolute, that literally not one child escapes the luxury of an education. The officials watch for each child of God as for hidden treasure indeed. And literally every child who breathes God's air is sure at least of intellectual culture, such as in other lands prophets and saints have longed for, and have waited for, and have died without

the sight. Now it is quite within the power of the Christian men and women of any town so to arrange its methods of public education as to achieve that victory, when they so determine.

"I know a town where the simple health regulations are so well enforced that the average age of man, if the experience of many recent years is to be taken, is sixty-seven years,—well nigh the mark of three score and ten indicated by Moses nearly forty centuries ago. So many tears which have never flowed! so many little graves which were never opened and never closed! Now it is quite in the power of the Christian men and women of any town to enforce God's reign and law in the mere matter of health so as to achieve such a triumph as that, when they so determine.

"I know a county in New England, as so do you, where no person is imprisoned in the House of Correction. Its neat, white-washed cells are empty, thank God. The plates and cups and saucers in its pantry are never taken from the shelves. The useless bolts rust in their rusting staples."

And in answering the inevitable question, "How can such conditions be brought about?" Dr. Hale in this same sermon suggests the following programme:—"To begin with, we have to see that this village is as healthy as those happy hamlets on the Cordilleras; "We mean to have it as lovely as the villages on Lake Como; "We mean to have its morals and manners as pure as if it were the home of Oberlin;

"For children born apt for art, there shall be advantages as genuine, though they be not as large, as at Milan or Florence; "For whatever other range of learning, our schools and libraries shall be such as Horace Mann and Robert Owen never dreamed of;

"For the search after truth, we mean that these people shall be as eager as the noble Jews of Berea; "Life shall be simple here as if we lived in the islands of the blessed;

"And we believe there will come to us a happiness, because we do not seek it,—such as men sought for and did not find among the Lotus-eaters and in Sybaris. "Once offer a programme like that, for the duty of a staff-officer in bringing in the Reign of God, and our young women of life, and our young men of courage, will hear you gladly,—will enlist, and put their shoulders to the wheel."

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"HONGKONG TELEGRAPH."

DEATH.

RIBEIRO.—Died this morning 4.15, at his residence No. 4, Chancery Lane, Alfredo Jorge Vieira Ribeiro. Funeral will pass the monument on Sunday, about 12.15 p.m. [317]

The object of this paper is to publish correct information, to serve the truth, and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.

The Hongkong Telegraph.

HONGKONG, SATURDAY, APRIL 20, 1912.

AFTERTHOUGHTS ON THE DISASTER.

Out of the welter of cables dealing with the Titanic disaster emerge no facts which are really helpful in establishing the cause of the disaster. But the statement by a committee of survivors on board the Carpathia is interesting if only because it is a temperate and well-considered account of what they saw. It is a moving story, too; and the word-picture of the giant liner, standing black and enormous on the star-reflecting water, with every port-hole blazing, and the greedy and treacherous sea gnawing fiercely at her vitals, is one that will not readily fade from the memory. One of the survivors states that the passengers knew before the end that the accident was serious; and it is a matter for pride that they faced the fact bravely and went with a high courage to the graves of the sea—those graves which in Swinburne's apostrophe to the sea, are described as

"Wrought without hand in a world without pain."

The accounts are divergent in respect that some affirm, while others deny, that there was panic and wild confusion on board. Only a minority, it would appear, claim that there was disorder, and probably both statements are reasonably correct. No one passenger can speak with authority of what took place outside the section of the ship immediately under his observation; and it may be taken that in some part of the ship there has been momentary alarm, which excited passengers who witnessed it have perhaps magnified a little. It takes a man with an unusually sane and well-balanced mind to grasp, fairly and accurately, what is happening around him in these moments of awful import. On the whole, then, it is definitely established that the best traditions of British seamanship have been maintained. Officers and men went to their doom gallantly and with magnificent spirit, and those officers who were saved, by reason of taking charge of the lifeboats, had practically to be forced into them. Grief for brave men dead is assuaged, in some degree, by admiration for their courage and devotion in face of death.

It is clear now, as we hinted the other day might prove to be the case, that implicit faith in the ship's alleged unsinkableness prevented many passengers from taking advantage of the lifeboats. Mr. Sydney Buxton states that there was boat accommodation for 1,178; and only 750 have been saved. But boat accommodation for 1,200 people is not nearly sufficient in a vessel certified to carry 2,500 souls. It means that, in the event of a collision of a really serious nature, over 2,000 passengers are deliberately doomed to death when the ship is full. The Board of Trade regulations on this point will be dealt with now, we may be sure. But it is a grim commentary on the Board of Trade's care for seamen that it takes a loss of 1,500 lives to rouse it to the need for taking action for which many have called in vain for years.

DAY BY DAY.

Liberty is a blessing that must be earned before it can be enjoyed.

Smartly Punished.

This morning, at the Magistrate's Court, two men were each fined \$500 or in the alternative three months' hard labour, for endeavouring to export 105 tins of opium on the Prince Waldemar, without an export permit.

Theft from "Prince Waldemar."

A Chinese was sentenced to six weeks' imprisonment with hard labour, at the Magistrate's Court, this morning, for stealing an iron shackles from the Prince Waldemar.

An Ugly Fall.

Whilst alighting from a car near Murray Barracks yesterday a Chinese fell and was so seriously injured that he had to be removed to the hospital.

The Dead Children.

The dead body of a child was removed from the steam launch "Tai Hing" yesterday. It is believed the child was an intended passenger. The body of another child was found on the rocks near Pottinger Battery yesterday. Death was due to fever.

Opium Divan Raided.

An opium divan in Wellington Street was raided by the police last night and twenty-seven men arrested. Pipes and opium in abundance were found.

Parents Warned.

A number of children appeared before Mr. Irving at the Magistrate's Court this morning, charged with hawking in the streets. The Magistrate in dismissing them cautioned the parents that if it occurred again they would be severely dealt with. "It is worse for three children to do the hawking than to do it yourselves," he added.

Boy's Alleged Theft.

A Chinese boy was charged before Mr. Irving, this morning, with stealing \$2 from the pocket of an old Chinese whilst he was making some purchases at a shop door. Prisoner was discharged.

Twelve Strokes.

At the Magistrate's Court this morning a boy aged twelve years was ordered to receive twelve strokes of the birch, by Mr. Irving, for stealing an ear-pick from a woman, last night, on the Praya East. Inspector D. McHardy prosecuted.

Cricket.

The Chinese Recreation Club will play a friendly tennis match with the Civil Service Cricket Club on the ground of the former Club to-morrow commencing at 3.30 p.m.

A Black Anniversary.

Thursday was the sixth anniversary of the great earthquake in San Francisco, followed by fire, which caused a loss of 1500 lives and property to the value of sixty million sterling.

A Tokyo Problem.

From Russian advices it appears that complications have arisen in connection with the appointment of a successor in Tokyo to the late Archbishop Nicolai. It is stated that at the present time the Russian Greek Church in Japan is not at all in a strong position financially, and that the Holy Synod has not its disposal extra funds which would enable it to support the mission at its own expense. Moreover, subscriptions during the last two years are said to have fallen off considerably. At one of the next sittings of the Synod the question of finding means for the continued existence of the mission will be considered.

C. P. R. Contracts.

The Canadian Pacific Railway has let contracts to the amount of \$10,000,000 for the construction of a new line from Toronto through Eastern Ontario to Smith's Falls, where it will connect with the main line to Ottawa and Montreal. The new line runs along the shore of Lake Ontario parallel to the Grand Trunk and Canadian Northern lines. The road is to be finished early in 1914, and will give the Canadian Pacific a double track between Toronto and Montreal.

Shallow-draught Steamers.

It is understood, according to the "Naval and Military Record," that the two shallow-draught steamers "Kingfisher" and "Hail" for service in China have been ordered from Messrs. Yarrow & Co., Scotstoun.

HONGKONG'S NEW CHIEF JUSTICE.

THE HON. MR. W. REES DAVIES, K.C. APPOINTED.



The Hon. Mr. William Rees Davies, K.C., has been appointed chief Justice of Hongkong. The forecast of this appointment made exclusively in the "Telegraph" of Wednesday last, is fully borne out by the following letter:—

Colonial Secretary's Office, Hongkong, 19th April, 1912.

Dear Sir,—You will be interested to know that His Majesty the King has approved the appointment of Hon. William Rees Davies, K.C., to be Chief Justice of Hongkong on the retirement of Sir Francis T. Piggott, Kt., with effect from 1st May next.—Yours faithfully,

R. CROFTON.

We desire to associate ourselves with the general congratulations to the new chief Justice whose appointment is a most popular one.

SKETCH OF HIS CAREER.

Mr. William Rees Davies was born in 1863 and is the eldest son of the late Sir William Davies who was for many years M. P. for Pembroke and a Justice of the Peace and Deputy Lieutenant for that County. He was Educated at Eton and Trinity Hall, Cambridge where he took the B. A. degree in 1885. He studied in the Chambers in the Temple of Mr. William Graham, then standing counsel for the "Times" newspaper and one of the most prominent junior barristers on the Common Law Side at that time; and he was called to the bar at the Inner Temple in 1887. He joined the South Wales Circuit and for some years he was engaged as Counsel for the Treasury in important criminal cases on that Circuit.

In 1892 on the retirement of his father Mr. Rees Davies was returned to Parliament for his native county of Pembroke by a majority of eleven hundred votes after a stiffly contested election, his opponent being Sir Charles Phillips, who on three previous occasions had unsuccessfully attempted to wrest the seat from his father. In the general election of 1895 he was again returned

by a large majority. Throughout his career in the House of Commons, in which he frequently took part in debate, he acted in conjunction with Mr. Lewis Harcourt the present Secretary of State for the Colonies, as Private Secretary to the late Sir William Harcourt, who from 1892 to 1895 was Chancellor of the Exchequer and succeeded Mr. Gladstone as leader of the House of Commons when Lord Rosebery became Prime Minister. In 1898 Mr. Rees Davies was appointed, on the recommendation of Mr. Chamberlain, Attorney General of the Bahamas Islands, where he enjoyed a large private practice and acted for a time as Chief Justice.

In 1902 he was promoted on the recommendation of Mr. Lytton, to be King's advocate in Cyprus, an island of great antiquarian interest which is mainly subject to Turkish law, and where owing to the mixed population of Turks and Greeks justice is administered by mixed tribunals of English, Turkish and Greek Judges. In 1907 he was appointed Attorney-General of Hongkong and shortly after his arrival he conducted the prosecution of the notorious criminal Adsett, who was condemned to death and executed for the murder of an unfortunate American woman in one of the chief Hotels in the Colony.

Mr. Rees Davies who was appointed a King's Counsel in 1908 has already acted as Chief Justice for a period of eight months during the absence on leave of Sir Francis Piggott in 1909 and 1910, and he then tried amongst other important cases the record action of Li Chek Hung v. Li Shek Pang which occupied the court no less than 54 days in hearing and in which all the counsel in the Colony were concerned. He is a Justice of the Peace and Deputy Lieutenant for Pembroke and in the latter capacity he attended last year the installation of H.R.H. The Prince of Wales at Carnarvon. He is also a magistrate for Haverfordwest.

A century ago there were in all Europe only twenty-two cities with more than one hundred thousand inhabitants.

Three Leipzig couples have undertaken to walk around the globe, living only on fruit and nuts during the journey.

LEAVING FOR HOME.

MR. AND MRS. TOOKER OFF TO-DAY.

Public Official's Good Work.

Mr. and Mrs. H. P. Tooker leave Hongkong to-day, on the P. M. S. Empress of India.

Many public officials come and go, leaving impressions good or moderate, but achievement has proved that Mr. H. P. Tooker, late of the Public Works Department, was an acquisition to the Colony and during the dark days of the plague a blessing to the people of Hongkong.

Sketch of His Career.

Mr. Tooker arrived in Hongkong in 1890 and was employed in the P.W.D. as an assistant engineer. At the time there was a good deal of work going on through the devastating storm of 1899. On several occasions he rendered valuable assistance in the erection of works which stand to-day a credit to the authorities and to the public generally. In 1904 he was appointed acting Director of Public Works through the illness of the chief. This was the plague year and the fearlessness shown by Mr. Tooker in carrying out the onerous duties which devolved upon him won for him the esteem of the people here and the acknowledgment of the Authorities at Home. At the conclusion of the plague the Imperial Government sent along a silver inkstand, suitably inscribed, with a request to the Governor of the Colony to present the same to Mr. Tooker as manifestation of the appreciation of the Imperial Government. He also received a letter from the Secretary of State thanking him for his good work. Last year Mr. Tooker was appointed second Assistant Director of Public Works.

Manifestations of Esteem.

During the past week Mr. Tooker has hardly had a moment to call his own through the many invitations he received from his numerous friends. He was presented by the members of the Royal Hongkong Yacht Club with a silver salver, and among the dinner parties given in his honour was one at Government House last night and one by the members of the staff of the P.W.D. on Wednesday at the Hongkong Hotel. There were twenty-three members of the staff present. The Hon. Mr. W. Chatham, C.M.G., Director of Public Works, presided. Mr. A. Churchill occupied the vice-chair.

The toast of the evening was the guest. It was proposed by the Chairman, and received with considerable enthusiasm. Mr. Tooker suitably replied, and expressed his regret at severing his connection with his colleagues in the department.

Presentation to Mrs. Tooker.

Mrs. Tooker was not forgotten, and her many friends with whom she enjoyed great popularity, presented her with a pair of Zeiss glasses and a beautiful pendant, studded with diamonds, purchased from Messrs. Falconer's.

The presentation took place on Monday evening at "Magazine Gap," the residence of Mrs. Scott Harston, where a large party was entertained to tea. Mrs. Tooker expressed herself highly delighted with the kind gifts.

Mr. and Mrs. Tooker propose staying in British Columbia along with friends for about four months. They will then proceed via the Rockies to the East coast of the American continent and across the Atlantic, Home.

The North of Ireland is where

Mr. and Mrs. Tooker propose taking up their residence, and it is the wish of all who know them that they will live long to enjoy the bracing breezes from Australia's fine coast.

"Near and Far"

An exhibition of water-colours "Near and Far," extending from England to France and Spain, and on to China and Japan, by T. Hodgson Liddell, R.B.A., is being held at Walker's Galleries, New Bond-st. There are some exquisite pieces of colouring amongst the near selection, whilst scenes of Shanghai-kwan, Canton, and the Piece Goods Temple at Shanghai recall the life and colouring peculiar to the places. There is also a pretty view of a fishing place at Chusan which will appeal to many.

NOTES AND

COMMENTS.

The New Chief Justice.

The appointment of the Hon. Mr. W. Rees Davies, K.C., to the premier position on the judicial bench will come as no surprise to many in Hongkong, for the possibility of his succession to Sir Francis Piggott was mooted in legal circles as soon as the retirement of the present Chief Justice came within reasonable proximity. If we may judge from general conversation the promotion of Mr. Rees Davies will prove most popular as he has at all times maintained the dignity both of his office and of the profession in which he has so greatly succeeded. A sketch of his career appears in another column and nothing more need be said here than to join in the general congratulations to Mr. Rees Davies upon his deserved success.

A Tramcar Incident.

A member of the staff hands us the following notes:—"Naturally in a city of well over a quarter of a million souls there are many matters that require immediate rectifying but one of the first should be some sort of readjustment in the seating of public conveyances. The remark is occasioned by the fact that the writer saw a European lady forced to stand in a first class compartment on a tramcar, the vehicle being filled with Chinese. There was only one other European in the car—a young girl. The rest were strong, stalwart Chinese, who lay back puffing their cigars with an air of complacency that seems to be the sole copyright of the satisfied Easterner. It was not merely the fact that the lady had to stand on a warm day that calls for remark but that she had perforce to stand because Chinese occupied the seats and did not care to relinquish them to a foreign lady.

A Common Occurrence.

"This is not the first case of the sort. It is becoming only too common and an instance rather worse recently came to my notice. A lady, obviously unwell, was standing in a car filled with Chinese, and she managed to scrow up enough courage to address a Chinese in his own language and asked him to let her have his seat. His reply was decidedly in the negative and she had to stand the whole way. While everyone has a right to the seat for which he or she has paid the claims of womenfolk to ordinary courtesy should be upheld and in order to secure for English women the treatment they expect and obtain at Home, some steps should be taken." There is a good deal in the complaint, made by the member of our staff, though it is only fair to the Chinese to say that we have seen ladies at Home—often more than twice—who have been similarly treated. There are discourteous people everywhere.

In Quest of Tiger.

Mr. R. C. Andrews, Assistant Curator of the American Museum of Natural History, arrived at Chongjin, North Hamkyong-do, Chosen, on April 7. He is accompanied by a Japanese interpreter and some Corauna. On the following day he and his party left for Mosan on a tiger hunt. It is expected that he will spend about two months in hunting around Mosan and Mt. Paiktu. During his sojourn in the peninsula Mr. Andrews intends to collect fauna for the Museum with which he is connected.

TELEGRAMS.

CHINA IN TRANSITION.

PROTECTING PEITAIHO.

(Our Own Correspondent.)

Shanghai, April 20, 9 a.m.

British, German and American troops will protect Peitaiho during the summer.

THE LOAN CONTROVERSY.

Shanghai, April 20, 9 a.m.

The Chinese Ministers have advised the bankers to await a further Chinese communication.

MORE APPOINTMENTS.

(From Chinese Sources.)

Shanghai April 19.

President Yuan has stated that it is his intention to appoint Wong Yun-man as Governor General of Szechuan and Lung Si-yi as chief of the president's secretarial staff.

THE SIX POWER LOAN.

The draft agreement dealing with the loan to be obtained from those powers has been completed and provides for the participation of Russia, Japan, and Belgium.

REPUBLICAN LARGESSE.

Wong Hing has, in view of the recent revolt of the Kiangsi soldiery in Nanking, sent in his resignation to the Republican Government. The President has asked Wong to remain where he is and has sent him 100,000 taels for distribution among the soldiers who rendered such good services in suppressing the revolt.

GOOD ADVICE.

Wan Chung Yau has communicated with the President pointing out that there are many disadvantages attending the raising of the proposed huge loan from outside the Empire and that instead it would be better to raise small sums from year to year as they required them.

THE PRESIDENT REQUEST.

The President has telegraphed to the Governor General of Kwangtung and General Lung Chai Kwong strongly advising them to retain the posts which they have expressed their intention of resigning.—Shat Po.

ENGINEERING SCHEMES AFOOT.

Shanghai, April, 19.

Wan Chung-yao, Lau Sui-wan and other natives of the Sunning district in the Kwangtung province have on foot a large scheme for the raising of capital to construct Miao throughout the district.—Sai Koi Kung Yak Po.

FOREIGN AFFAIRS.

Peking, April 19. Ngau Wai-hing has been appointed Vice-minister for Foreign Affairs. Luk Ching, Minister for Foreign Affairs is returning from Europe via Siberia to take up the reins of office.

MOVING THE CABINET.

The Cabinet ministers together with the secretarial staff of Ex-president Sun Yat-sen are expected to arrive in Peking in the near future. They are travelling from Shanghai in the China-Merchants ss Sanohai and ss Sanming.

SETTLED AT LAST.

As neither Jim Tin-Yau nor Leung Si-yi nor Ip Kung-chuk would accept the post of Vice-minister of Communications the appointment was offered to Kung Yuen-ping who accepted it.—Sai Koi Kung Yak Po.

TELEGRAMS.

TRIPOLI WAR.

A SERIOUS SITUATION.

[Service to the "Telegraph."]

London, April 18, 6.30 p.m.

In the House Commons, Mr. F. D. Adlam, under-secretary to the Foreign Office said he fully appreciated the seriousness of closing the Dardanelles to British shipping and he would immediately endeavour to secure information as to whether wires were adrift in the open sea.—Sea Route.

ITALY'S ACTION.

London, April 19, 1.20 p.m.

Constantinople officially reports that the Italian warships fired projectiles at the forts at the Dardanelles. The barracks at Sedibah, Orhanich and Kunkaleh were slightly damaged. Orhanich fort replied, damaging an Italian vessel which went on fire, and drew off. The Italians subsequently put to sea.

Prior to their arrival at the Dardanelles, the Italians bombarded Samos, Mitylene and Rhodes. Altogether, thirty-nine ships took part. The bombardment occurred simultaneously with the opening of Parliament, at which the Sultan in his speech said: "We desire peace, but only on one condition, namely, the maintenance of Turkey's sovereign right.—Reuter.

HOME RACING.

CITY AND SUBURBAN.

[Service to the "Telegraph."]

London, April 19.

The following is the betting for the City and Suburban:—11-2 Mushroom; 7-1 Lonsdale and Lance Chest; 10-1 The Story; Ultimus and Eton Day; 100-7 Maccato; 100-6 Saint Nat.

TWO THOUSAND GUINEAS.

The betting on the Two Thousand Guineas is:—6-4 White Star; THE DERBY.

SIR MARTIN SCRATCHED.

Sir Martin was scratched from the City and Suburban at 11-30 to-day.—Reuter.

THE EXTRADITION CASE.

Sotto Set Free

This morning their Lordships delivered judgment in the case of the extradition proceedings against Vicente Sotto at the Supreme Court.

The Chief Justice at the outset remarked that the Magistrate had a judicial duty to perform and that was to take down the propositions as made by the witness and it was necessary for the Court very strongly to impress on Magistrates, more especially as this colony some officers took up the duties for a comparatively short time, that it is absolutely essential that every word of the evidence should be taken down. With regard to the contention raised by the prisoner's counsel that the crown had not furnished some documents of a constitutional character which were said to be essential to a full appreciation of the difficulties of the case his Lordship said they did not express any opinion on the subject as to whether the criticisms were justifiable or not, but they thought it advisable to point out that every facility should be afforded to the prisoner and so to the court in respect to the production of important and material documents. The crown had no interest one way or the other except to see that the treaty with the foreign power and the law were carried out. On the third point his Lordship held that the Order in Council was not proved to the Magistrate and this in his opinion was essential both for legal and practical reasons.

Dealing with the documents that had been submitted by the Philippine Government relative to the conviction of Sotto, his Lordship held that they were not authenticated according to English law. The records started with a sealed document signed by the Governor of the Philippines and ended with sealed certificates of the Chief Justice, but

in between there were a number of loose sheets which were not certified to, and consequently sheets might have been extracted and extraneous sheets might have been introduced. It was most important that every sheet should be certified.

Dealing with the contention that the extradition was wanted for political reasons, his Lordship asked: Does this case fall within the political provisions of the treaty? A fugitive criminal was not to be surrendered if the offence in respect of which his surrender was demanded was of political character or if he proved that the requisition for his surrender had in fact been made with a view to try or punish him for an offence of a political character. The offence in respect of which Sotto's surrender was demanded was abduction and he had been convicted; much therefore of the clause did not apply in this case. But the fugitive said that he had been twice prosecuted for sedition, and 24 times for libel upon the conduct of Government officials, and that except once when he was fined he was acquitted. He said also that he was publishing in Hongkong a paper called the "Filipino Republic" in which he had published articles calling for the immediate establishment of the Philippine Republic. There could be no doubt that there sufficient political atmosphere about his writings to make him a person obnoxious to the Philippine Government. Something was said about this involving a charge of mala fides against the Government. That question was very fully gone into in Orton's case, but for the purpose of the present case it was sufficient to say that the treaty authorised the enquiry which the prisoner had started and the Court would have to do its best to grapple with it, and if it thought there was an ulterior motive it would have to say so. After reviewing the evidence put forward by the prisoner in support of his contention, his Lordship said it looked as if, on the face of it, that it was so; especially in view of the fact that the man had been allowed to remain here peacefully for six years; but there was no limiting the period of extradition, and the State had the same right that the ordinary individual had to enforce rights even vindictively. In this case the Philippine Government had the right to get the man to put him into prison for his offence of abduction unless the vindictiveness was political. This being so he hesitated to say that the case came within the clause of the treaty. He hesitated first because the political vindictiveness was not absolutely convincing, and secondly because there was another case which came more nearly within the words "try or punish." His Lordship remarked that the Court was in the dark as to the true relations between the Philippines and the United States. Mr. Anderson's statement was not challenged, but he would point out that it had not gone far enough. The plain meaning of what it seemed to the Court that he said was challenged by the Crown as not being the plain meaning. If that plain meaning was correct then the requisition had been made by the wrong officer. If it were not the right view they had no evidence before them to support the contention of the Crown.

The Puisne Judge delivered a judgment agreeing with the Chief Justice on main principles and an order was made for the discharge of the prisoner.

LOCAL SPORT.

Billiards.

The semi-final of the billiard championship competition at the Institution of Engineers and Shipbuilders was played last night, a game of 400 up was played by Mr. A. Ritchie and Mr. J. McCubbin.

Result: Ritchie 400 McCubbin 338 Ritchie's best break was 22, and McCubbin's 27.

Mr. McCubbin was not up to his customary pitch, whilst Mr. Ritchie played with commendable consistency.

On Thursday next. The winner will meet Mr. A. Musso in the final.

TITANIC DISASTER.

Hongkong and the Relief Fund.

The "Hongkong Telegraph," will be glad to forward to the Mansion House Relief Fund any sums which may be sent for that purpose. These may be addressed to "The editor, Hongkong Telegraph," and the whole amount received will be forwarded to the Mansion House Fund by the proprietor.

THE BIJOU THEATRE.

Despite counter attractions the Bijou Theatre has had its share of the patronage of the people of the Colony. Whilst others are here to-day and gone to-morrow, Mr. Stephenson is always here, and apart from any insular sentiment he is entitled to patronage for the excellence of the programmes he puts forward. During the next few days, Max Lindorfer's comedies will convulse audiences, whilst the American dramatic play "Saved by Wireless" has a special interest by reason of the Titanic disaster.

Last night Miss Viola Price, one of the charming sisters now "billed" at the Bijou, could not appear through illness. Lillian recognised the seriousness of the situation from a stage point of view and despite her feelings entertained the audience with much eclat.

To-night there will be many fine pictures and to these desirous of spending a nice couple of hours after dinner at a music hall, the advice is "go to the Bijou." Mr. Stephenson takes good care that everything is clean and that vulgarity, even if it causes laughter, does not obtain at his theatre.

CANTON NEWS.

(The "Telegraph" Correspondent.)

Canton, April 19.

It is reported that the Governor General has directed the Commissioner for Foreign Affairs in Canton to open negotiations with the Portuguese Government regarding the alleged ill-treatment of Chinese at Timor. It appears that the Chinese residents there have submitted a petition to the Governor General on the matter asking him to interfere in the matter.

Robbed by Ruffians. Lingchow in Limchow is said to be the hot bed for ruffians who have been molesting the people in that prefecture on the 14 inst. the troops stationed there engaged in an encounter with these undesirable, but owing to the fact that the banditti overwhelmingly outnumbered the soldiers the latter were heavily defeated with great loss. The next day however additional troops were hurried on the scene and as the result of their work the ruffians have been scattered to the four winds. The casualties on the government side are about sixty.

To Welcome Sun Yat-sen.

Yesterday there was a meeting of prominent citizens in the Wai-lun Buddhist temple to consider arrangements for the welcoming of Dr. Sun Yat-sen. A good programme was drawn up and a committee was appointed to carry out the decisions of the meeting.

The Governor-General has directed the Commissioner for Education to take steps to ensure better attendances at the schools which are at present but scantily patronised and has ordered an enquiry into the attendances at the academies where the culture of the silk worm is taught.

THE BOOK TO BUY.

READY MAY 15 - -

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ORDER YOUR

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"CHINA'S REVOLUTION: 1911-1912" BY EDWIN J. DINGLE (Postpaid in China) \$7.50 net. The Truthful Historical and Political Record of China's Civil War and the Birth of the Republic. Mr. Dingle's writings on China show sound judgment and a wide knowledge of things Chinese. As the historian of the war, he needs no introduction. He has travelled widely in China, and as a political student has already made his mark for his sane and well-balanced utterances upon Republican affairs in this land.

THE COMMERCIAL PRESS LTD., Publishers, Shanghai.

To-day's Advertisements

G. 4323 R.

Public Works Department.

No. S. 130.—It is hereby notified that the following Sale of Crown Land by Public Auction will be held at the Office of the Public Works Department on Monday, the 22nd day of April, 1912, at 3 p.m.

Full Particulars and Conditions may be obtained at this Office.

PARTICULARS OF THE LOTS.

No. of Lot	Regist. No.	Locality	Boundary Measurement	Area in Acres	Annual Rent	Upset Price
1	100	Shau-han Island	1/2 1/2 1/2 1/2	1/2	8	8
2	101	Shau-han Island	1/2 1/2 1/2 1/2	1/2	8	8
3	102	Shau-han Island	1/2 1/2 1/2 1/2	1/2	8	8
4	103	Shau-han Island	1/2 1/2 1/2 1/2	1/2	8	8
5	104	Shau-han Island	1/2 1/2 1/2 1/2	1/2	8	8
6	105	Shau-han Island	1/2 1/2 1/2 1/2	1/2	8	8
7	106	Shau-han Island	1/2 1/2 1/2 1/2	1/2	8	8
8	107	Shau-han Island	1/2 1/2 1/2 1/2	1/2	8	8
9	108	Shau-han Island	1/2 1/2 1/2 1/2	1/2	8	8
10	109	Shau-han Island	1/2 1/2 1/2 1/2	1/2	8	8

The Purchaser of the Lot will also have to pay the sum of \$18 for boundary stones and \$30 for the Crown Lease.

W. CHATHAM,

Director of Public Works.

Hongkong, 20th April, 1912. [322]

PARTICULARS and CONDITIONS of the Letting by Public Auction Sale.

to be held on MONDAY, the 22nd day of April, 1912, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government of One Lot of Crown Land about Tait Toi Mui Village in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Regist. No.	Locality	Boundary Measurement	Area in Acres	Annual Rent	Upset Price
1	100	Shau-han Island	1/2 1/2 1/2 1/2	1/2	8	8
2	101	Shau-han Island	1/2 1/2 1/2 1/2	1/2	8	8
3	102	Shau-han Island	1/2 1/2 1/2 1/2	1/2	8	8
4	103	Shau-han Island	1/2 1/2 1/2 1/2	1/2	8	8
5	104	Shau-han Island	1/2 1/2 1/2 1/2	1/2	8	8
6	105	Shau-han Island	1/2 1/2 1/2 1/2	1/2	8	8
7	106	Shau-han Island	1/2 1/2 1/2 1/2	1/2	8	8
8	107	Shau-han Island	1/2 1/2 1/2 1/2	1/2	8	8
9	108	Shau-han Island	1/2 1/2 1/2 1/2	1/2	8	8
10	109	Shau-han Island	1/2 1/2 1/2 1/2	1/2	8	8

Hongkong, 20th April, 1912. [321]

PARTICULARS and CONDITIONS of the Letting by Public Auction Sale.

to be held on MONDAY, the 22nd day of April, 1912, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government of One Lot of CROWN LAND at Shau-han Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Regist. No.	Locality	Boundary Measurement	Area in Acres	Annual Rent	Upset Price
1	100	Shau-han Island	1/2 1/2 1/2 1/2	1/2	8	8
2	101	Shau-han Island	1/2 1/2 1/2 1/2	1/2	8	8
3	102	Shau-han Island	1/2 1/2 1/2 1/2	1/2	8	8
4	103	Shau-han Island	1/2 1/2 1/2 1/2	1/2	8	8
5	104	Shau-han Island	1/2 1/2 1/2 1/2	1/2	8	8
6	105	Shau-han Island	1/2 1/2 1/2 1/2	1/2	8	8
7	106	Shau-han Island	1/2 1/2 1/2 1/2	1/2	8	8
8	107	Shau-han Island	1/2 1/2 1/2 1/2	1/2	8	8
9	108	Shau-han Island	1/2 1/2 1/2 1/2	1/2	8	8
10	109	Shau-han Island	1/2 1/2 1/2 1/2	1/2	8	8

Hongkong, 15th April 1912. [308]

BUTTER. BUTTER.

We are pleased to announce that the selling prices of our different BRANDS BUTTER at present are as follows:—

!! REDUCTIONS !!

"DAISY" BRAND 80 cents per lb.

"DAIRYMAID" " 75 " "

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PASTRY " 65 " "

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Supply the highest quality Wines, Spirits, Cigars and Cigarettes obtainable, consistent with price. All Wines and Spirits bottled in Europe by Shippers of world wide reputation.

Hongkong, 15th January, 1912. [21]

NOTICE.

WE beg to inform you that Mr. WALTER OTTO has been admitted a partner in our firm. BERBLINGER & CO.

Hongkong, 20th April, 1912. [38]

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking cargo on Through Bills of Lading to Rangoon, Madras, and Mauritius.)

THE Steamship

"JAPAN,"

Capt. A. Stewart, will be despatched for the above ports on WEDNESDAY, the 24th April, at 1 p.m.

For Freight or Passage, apply to DAVID SASSOON & CO., LTD.

Agents.

Hongkong, 20th April, 1912. [319]

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE.

A Special General Meeting of the Members will be held on THURSDAY, the 25th April, 1912, at 4 p.m. in the Chamber Room, St. George's Building, Chater Road, Hongkong, for the purpose of nominating a Member of the Chamber for appointment to the Legislative Council.

Notice in writing of the names of Candidates and of their Proposers and Secondors to be lodged with the Secretary at least 48 hours before the time appointed for holding the General Meeting.

By Order, E. A. M. WILLIAMS, Secretary.

Hongkong, 20th April, 1912. [320]

HONGKONG SCHOOLS' SPORTS.

SPORTS.

(Under the distinguished Patronage of H.E. Mr. CLAUDE SEVERN.)

THE Annual Meeting will be held on MONDAY, April 22nd, commencing at Noon, on the Race Course.

(By kind permission of the Hon. W. CHATHAM, O.M.G., and the Hongkong Jockey Club.)

A military Band will be in attendance.

The "Heats" will be run off on the Race Course on SATURDAY, April 20th.

Past Pupils, desiring to compete, should send in their names, with the usual fee of 50 cents, to the Secretary, as soon as possible.

T. HORE, Hon. Sec. & W. H. VIVEASH, Treasurer.

Hongkong, 3th April, 1912. [304]

ASAHI BEER

SAPPORO BEER

TO BE OBTAINED FROM ALL WINE DEALERS

KING GEORGE IV

SCOTCH WHISKY.

This high-class Whisky is noted for its purity, age and delicate flavour. It is essentially a Club Whisky. The quality and absolute regularity are guaranteed.

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Telephone No. 136.

Hong Kong, 17th April, 1912. [27]



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ROYAL MAIL STEAMSHIP LINE.
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Sailings from Hongkong and Quebec.

"E. of Japan" ... Satur. May 11
"Monteagle" ... June 1
"E. of Ireland" ... Fri. May 17
"Allan Line" ... June 7
"E. of Britain" ... June 28.

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To Vancouver, B.C., calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.
Passengers booked to all the principal ports in Canada, the United States and Europe, also around the world.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. Craddock, General Traffic Agent,
Corner Poddar Street and Fraya (Opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For Steamship On
SHANGHAI HANGSANG Sunday, 21st April, 11 a.m.
CHINWANTAO HANGSANG Monday, 22nd April, 2 p.m.
SHANGHAI, KOBE & YOKOHAMA KUTSANG Tuesday, 23rd April, Noon.
TIENSIN via WEL CHEONGSHING Wednesday, 24th April, Noon.
SHANGHAI KWONGSANG Thursday, 25th April, Noon.
SINGAPORE, PENANG & CALUTTA NAMSANG Saturday, 27th April, Noon.
MANILA LOONGSANG Saturday, 27th April, 2 p.m.

RETURN TOURS TO JAPAN (Occupying 21 days).
The steamers "Kut-ang," "Nausang" and "Fookang" leave about every 3 weeks for Shanghai and, returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, via Chingwantao.

Taking Cargo on Through Bills of Lading to Kaiti, Labad, Dala, Singapore, Tawau, Uman, Jesselton and Labuan.
For Freight or Passage, apply to JARDINE MATHESON & CO., LD.
Telephone No. 215.
General Managers.
Hongkong, 15th April, 1912.

"SHIRE" LINE OF
STEAMERS, LD.PROJECTED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

For Steamship Date of Departure
LONDON ROTTERDAM & ANTWERP FLINTSHIRE About 15th May.
SHANGHAI, KOBE & YOKOHAMA MONMOUTHSHIRE 1st June.
LONDON & ANTWERP DENBIGHSHIRE 15th June.
These steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.
For Freight or Passage, apply to JARDINE, MATHESON & CO., LD., AGENTS.

Hongkong, 9th April, 1912.

HONGKONG, CANTON, MACAO,
AND
WEST RIVER STEAMERS.

Joint Service of
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
AND THE CHINA NAVIGATION CO., LTD.,
HONGKONG-CANTON LINE.
HONGKONG TO CANTON CANTON TO HONGKONG.
SATURDAY, 20th APRIL.
10.00 p.m. "KINSHAN." 5.00 p.m. "HEUNGSHAN."
These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1651 S.S. "SUI AN" Tons 1651

HONGKONG TO MACAO.

Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf. Sunday at 9 A.M. & 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO.

SUNDAY, 21st APRIL.

The Company's Steamship, "SUI AN."

will depart from the Company's WING LOK WHARF at 9 A.M. Departure from Macao at 5 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's Wing Lok Street Wharf.
This steamer connects with the excursion steamer returning from Macao at 5 P.M.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 P.M. Departures from Canton to Macao on Tues., Thurs., & Satur., at 4.30 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 588 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 6 days. Passengers can return to Hongkong or vice versa by the Company's direct steamer "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M. Further particulars may be obtained at the office of the

HONGKONG, CANTON & MACAO STEAMBOAT
COMPANY, LIMITED.
HOTEL MANSION (FIRST FLOOR),
Opposite the Bank of China.

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

Destinations.	Steamers.	Sailing Dates.
MARSEILLES, LONDON & ANT- WERP via SINGA- PORE, PENANG, COLOMBO, SUEZ & Port Said ...	"ATSUTA MARU," Capt. J. Nagao, T. 9,000 "HITACHI MARU," Capt. T. Yamawaki, T. 7,000	WEDNESDAY, 24th April, Daylight. WEDNESDAY, 9th May, at Daylight
VICTORIA, B.O., & SEATTLE via SHANGHAI, MOJI, Kobe, Yokohama, Omi, & Yokohama	"SAWA MARU," Capt. I. Shimizu, T. 7,000 "SADO MARU," Capt. N. Teranaka, T. 7,000	TUESDAY, 23rd April, at Noon. TUESDAY, 7th May, at Noon.
SYDNEY & MEL- BOURNE via MANILA, TRIN- IDAD, ISLAND, TOWNSVILLE and BRISBANE	"YAWATA MARU," Capt. T. Sekino, T. 5,000 "NIKKO MARU," Capt. M. Yagi, T. 6,500	WEDNESDAY, 10th May, Noon. FRIDAY, 7th June, at Noon.
BOMBAY via SINGAPORE and COLOMBO	"TOSA MARU," Capt. T. Sato, T. 7,000	MONDAY, 29th April.
SHANGHAI, MOJI & KOBE	"CEYLON MARU," Capt. Y. Tozawa, T. 6,000 "KITANO MARU," Capt. F. E. Cope, T. 9,000	WEDNESDAY, 24th April, THURSDAY, 25th April.
Kobe & YOKO- HAMA	"NIKKO MARU," Capt. M. Yagi, T. 6,000	WEDNESDAY, 8th May, at Noon.

Cargo only.

Fitted with new system of wireless telegraphy.

Calling at Rotterdam after Antwerp.

CALCUTTA LINE.

SINGAPORE, PE-
NANG, RAN-
GOON & CAL-
CUTTA JINSEN MARU,
Capt. M. Machida, T. 4,000 { SATURDAY,
April 20th.
TOTOMI MARU, T. 4,000 { SATURDAY,
May 4th.

1912 PASSENGER SEASON 1912

FOR EUROPE.

Steamer	Tons	Captain	From Hongkong
ATSUTA MARU	9,000	J. Nagao	April 24th.
HITACHI MARU	7,000	T. Yamawaki	May 8th.
MIYASAKI MARU	9,000	T. Mura	May 22nd.
KITANO MARU	9,000	F. E. Cope	June 5th.

FOR SEATTLE.

Steamer	Tons	Captain	From Hongkong
AWA MARU	7,000	R. Shimizu	April 23rd.
SADO MARU	7,000	K. Asakawa	May 7th.
INABA MARU	7,000	S. Tomimaga	May 21st.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
Manager.CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To Sail.
SHANGHAI	"LINAN"	20th April M'night.
MANILA, ZAMBOANGA & AUSTRALIAN PORTS	"CHANGSHA"	22nd " 4 P.M.
MANILA, CEBU & ILOILO	"KAIFONG"	23rd " 4 P.M.
SHANGHAI	"CHINHUA"	24th " 4 P.M.
WEIHAIWEI & TIENSIN	"HUICHOW"	26th " 4 P.M.
TSINGTAU, CHEFOO & NEWCHWANG	"KIUKIANG"	26th " 4 P.M.
SHANGHAI	"ANHUI"	27th " M'night

DIRECT SAILING TO WEST RIVER. Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA LINE.—Two "class" Steamers, "Tea" and "Taming," saloon accommodation and ships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of S.S. "Kallong" is situated on deck, aft.

SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Oshan, Linan, Ohahua), with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers have passengers in Shanghai, avoiding the inconvenience of transshipment at Wuchow.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Tel. No. 38.
Hongkong, 19th April, 1912.

Shipping

HAMBURG-AMERIKA
LINIE.IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."EAST ASIATIC SERVICE,
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,

Marseilles, Havre, Bremen and Hamburg and New York.

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:
HOMEWARD.

OUTWARD.

For Shanghai, Kobe & Yokohama:

S.S. RITHONIA ... 24th April

.. ANDALUSIA ... 1st May

.. BAYERN ... 8th May

For Rotterdam, Hamburg & Antwerp:

S.S. O. J. D. ALLERS ... 4th May

For Marseilles, Havre & Hamburg:

S.S. SACHSEN ... 6th May

For Havre, Bremen & Hamburg:

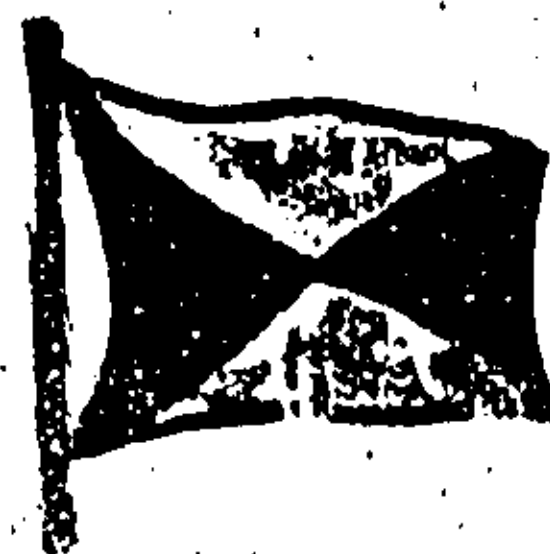
S.S. C. F. LAEISZ ... 12th May

For Marseilles, Havre & Hamburg:

S.S. RITHONIA ... 30th May

For Rotterdam, Hamburg & Antwerp:

S.S. ARCADIA ... 31st May

Hamburg-Amerika Linie,
Hongkong Office.HONGKONG—
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO	4000	M. C. Smith.	Manila, Mangarin, Iloilo and Cebu.	SATURDAY, 20th April, 4 P.M.
RUBI	4000	S. A. Orosby.	Manila, Mangarin, Iloilo and Cebu.	TUESDAY, 30th April, 4 P.M.

For Freight or Passage apply to

SHEWAN TOMES & CO,
GENERAL MANAGERS

Hongkong 10th April, 1912.

JAVA-CHINA-JAPAN
LIJN.

Regular fortnightly service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjibodas	SHANGHAI	—	JAVA	2nd half April
Tjilawong	JAPAN	2nd half April	JAVA	2nd half April
Tjilatjap	SHANGHAI	2nd half April	JAVA	1st half May
Tjimahi	JAVA	2nd half April	SHANGHAI	1st half May
Tjimanoeck	JAPAN	1st half May	JAVA	1st half May
Tjipanas	JAVA	1st half May	JAPAN	1st half May
Tjikini	JAVA	1st half May	SHANGHAI	2nd half May
Tjitaroom	JAVA	2nd half May	JAPAN	2nd half May

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN,
Telephone No. 375 York Building.

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE
Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.
PROPOSED SAILING FROM HONGKONG. (Subject to alteration).

Steamer	Tons	Captain	Date of sailing
S.S. "Chiyo Maru"	21,000	W. W. Green	May 7th, Noon.
S.S. "Nippon Maru"	11,000	A. G. Stevens	May 28th, Noon.
S.S. "Tenyo Maru"	21,000	E. Bent	June 4th, Noon.
S.S. "Shitoyo Maru"	21,000	H. S. Smith	June 25th, Noon.

These steamers are equipped with Turbine Engines and Triple Screws. All steamers carry Japanese Government wireless telegraph and post office.

The triple screw steamer "Chiyo Maru" will be despatched for San Francisco via KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA & HONOLULU on TUESDAY, the 7th May, at Noon.

INTERMEDIATE SERVICE.
The steamer "Nippon Maru" will be despatched for San Francisco via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu on Tuesday, 28th May, at Noon.

SOUTH AMERICAN LINE

(In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.)

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.
PROPOSED SAILINGS FROM HONGKONG (Subject to alteration).

Steamer	Tons	Date of Sailing
Hongkong Maru	11,000	Friday, June 7, Noon
Kiyo Maru	17,500	Saturday, Aug. 6, Noon
Buyo Maru	10,500	Friday, October 4, Noon

For Further Particulars as to Passage and Freight, apply to
K. MATSUDA, Agent
(KING'S BUILDING Opposite Blake Pier)

THE CHINA PROVIDENT
LOAN AND MORTGAGE
CO., LD.

(CAPITAL PAID UP, £1,250,000.)

Loans on Mortgage of House Property

and

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

TRUSTEE, EXECUTOR OF

WILLS, ATTORNEY, &c.,

Undertaken and Executed.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 19th March, 1912.

FOR SALE

BOX'S EXCHANGE TABLES.

1/8 To 1/10

APPLY

"HONGKONG

TELEGRAPH."

LOG BOOK.

Speeding up New Destroyers.

Although the average period allowed for the building of destroyers is eighteen months, the First Lord of the Admiralty had to admit recently that only eight of the twenty boats in the 1910-11 programme have been delivered. This is not a satisfactory record for a Power which holds pride of place for quickness of construction of armoured ships, as has been demonstrated in recent Parliamentary returns. The belated completion of British destroyers stands out in marked contrast to the progress with corresponding craft in the German Navy, the whole of the twelve German destroyers of the 1910-11 programme having been commissioned and completed their trials by the end of 1911. Happily there is evidence of a speeding up in the construction of British torpedo craft, and an earnest of the First Lord's intention to make up leeway is seen in the unusual, but judicious step which has been taken of inviting tenders for the twenty destroyers to be built under the 1912-13 programme, thus enabling their construction to be facilitated.

In gun armament (three 4in.) size (1,100 tons) and radius of action, the new boats will be approximately 50 per cent. stronger and more robust than the Acheroes and Acorns, while in effective torpedo power the ratio of improvement will be about 100 per cent., two double 21in. tubes being fitted as against two single 21in. tubos in all recent types. The action taken by the Admiralty in prematurely inviting tenders for the next group of destroyers, coupled with the improved characteristics will, provided their completion is not retarded, give Britain in time a better margin of superiority in torpedo craft than is represented by the pregnant fact that in the past four years we have completed for service only 76 units compared with Germany's 48. This advantage, considering the potential power of the destroyer, cannot be regarded as equal to Britain's needs.

Naval Progress in Japan.

Although the straitened finances of Japan have not enabled her to develop her shipyards, or build warships, as fast as she had hoped at the close of the war with Russia, yet during last year the total shipbuilding programme, including both merchant and warships, showed an enormous increase over that of previous years. A grand total of about 81,000 tons was launched from national and private yards, divided up among 119 war and mercantile ships, from 100 tons upwards. When the period during which Japan has adapted her resources for building iron ships of the western model is considered, this achievement will be appreciated. A 21,000 ton battleship and three 5,000 ton cruisers are included in this total. A passenger steamer of 13,380 tons gross also formed part of the programme, and this vessel, the Shinyo Maru, is for the trans-Pacific service between Japan, China, and San Francisco. Steam trawlers were also included in last year's output, no fewer than 60 vessels of this description having been launched. An outstanding feature of the present year's programme is a colossal Dreadnought battle cruiser of 27,000 tons, which is being built in one of the Japanese royal dockyards. Japanese enterprise extends even beyond the rapid increase of her own fleet, now in hand with improved financial arrangement; since a gunboat of 750 tons is likewise being built for their neighbour the Chinese, which will no doubt be an acquisition to the Navy of the new Republic Government of the Middle Kingdom. There are also two 11,000 ton mercantile liners in hand, all to be fitted with turbine engines.

FAR EASTERN NAVAL SQUADRONS.

BRITISH.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Alacrity	Despatch-boat	1,700	4	2,000	Comdr. A. Lowndes	Hongkong
Astrea	2nd class cruiser	4,360	10	7,000	Captain E. B. Riddle	Shanghai
Atlas	Admiralty tug	615	—	1,400	—	Hongkong
Bramble	Gunboat	710	—	900	Com. B. G. Washington	Kiukiang
Bitomart	Gunboat	710	—	900	Lt.-Com. J. M. Barker	Hankow
Cadmus	British sloop	1,070	—	1,400	Capt. H. Lynes	Hankow
Cambrian	2nd class cruiser	4,360	10	7,000	Capt. J. E. Drummond	Hongkong
Cherub	Water tank and tug	390	—	340	Master W. Smith	Hongkong
Clio	British sloop	1,070	—	1,400	Comdr. H. R. Vase	Canton
Fano	Torpedo-boat destroyer	340	6	5,700	Lt.-Com. H. S. Moore	Hongkong
Flora	2nd class cruiser	4,360	10	7,000	Capt. C. F. Corbett M.V.O.	Shanghai
Handy	Torpedo-boat destroyer	295	6	4,000	Lt.-Com. R. R. Rosoman	West River
Janus	Torpedo-boat destroyer	320	6	3,900	Lt.-Comdr. Maxwell	Hongkong
Kont	Armoured cruiser	9,800	14	22,000	Capt. Allen T. Hunt	Chingwantao
Kinsla	River gunboat	616	—	1,200	Lt.-Com. H. Marryat	Hankow
Morlin	Surveying ship	1,070	6	1,400	Capt. F. C. G. Paseo	Hongkong
Minotaur	Armoured cruiser	14,600	—	27,000	Capt. G. C. Cayley	Hongkong
Monmouth	Armoured cruiser	9,800	—	22,000	Capt. L. E. Power M.V.O.	West River
Moorhen	River gunboat	180	2	800	Lt.-Comdr. G. P. Leith	West River
Newcastle	2nd class cruiser	4,800	—	22,000	Capt. G. P. E. Hunt M.V.O.	Hongkong
Nightingale	River gunboat	85	—	240	Lt.-Comdr. M. Muray	Yangtze
Otter	Torpedo-boat	385	6	6,300	Comdr. Lambie	Hongkong
Pogauus	Protected cruiser	2,135	—	5,000	Comdr. F. H. Mitchell	Yangtze
Prometheus	2nd class cruiser	2,135	—	5,000	Comdr. P. H. Warleigh	Hongkong
Ribble	T.B.D.	590	6	7,500	Lt.-Com. E. J. G. MacKinnon	Hongkong
Robin	River gunboat	85	2	240	Lt.-Comdr. J. S. Tyndall	West River
Rosario	Depotship for Submarines	980	—	1,400	Lt.-Comdr. N. E. Archdale	Hongkong
Sandpiper	River gunboat	85	2	240	Lt.-Com. E. J. J. Touthby	Hongkong
Snipe	River gunboat	85	2	240	Lt.-Com. Maurice Leslie	Yangtze
Thuku	Torpedo-boat destroyer	305	—	6,000	Lt.-Comdr. Brickenden	Hongkong
Tamar	Receiving ship	1,650	6	—	Comdr. Eyles	Hongkong
Teal	River gunboat	180	2	800	Com. Hon. Guy Stopford	Chungkiang
Thistle	River gunboat	710	—	900	Lt.-Com. M. Baillie Hamilton	Hankow
Uak	T.B.D.	590	—	7,500	Lt.-Comdr. B. W. Blunt	Shanghai
Virago	Torpedo-boat destroyer	390	6	6,300	Lt.-Com. H. D. Adair-Hall	Swatow
Waterwitch	Surveying ship	626	—	450	Lt.-Com. R. L. Hancock	Hongkong
Wollard	T.B.D.	590	—	57,000	Lt.-Com. E. T. Chambers	Shanghai
Whiting	Torpedo-boat destroyer	330	5	5,900	Lt.-Com. G. B. Hartford	Hongkong
Widgeon	Gunboat	195	2	800	Comdr. M. H. Wilding	Kiating
Woodcock	Gunboat	150	2	550	Lt.-Com. M. B. Blackwood	Yangtze
Woodlark	Gunboat	150	2	550	Lt.-Comdr. G. F. Mulock	Hankow

Flagship of Admiral Sir A. L. Winsloe, K.C.B., C.V.O., C.M.G.
 Submarines—
 No. 26, Lieut.-Comdr. Godfrey Herbert
 No. 27, Lieut.-Comdr. A. A. L. Penner
 No. 28, Lieut.-Comdr. J. R. A. Codrington
 T.B. 035, Lieut.-Comdr. Woodward,
 T.B. 036, Lieut.-Comdr. Davies,
 T.B. 037, Lieut.-Comdr. Nicol,
 T.B. 038, Lieut.-Comdr. Seymour,
 West River.

AMERICAN.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Alder	Submarine	—	—	—	Ensign J. M. Murray	Manila
Albany	Protected cruiser	3,430	17	7,900	Com. C. S. Williams	Yokohama
Bainbridge	Torpedo-boat destroyer	120	7	8,000	Ensign E. S. Root	Manila
Berry	Torpedo-boat destroyer	120	7	8,000	Ensign W. Cabaniss	Manila
Callao	Gunboat	243	8	250	Ensign Stuart W. Calko	Canton
Chauncey	Torpedo-boat destroyer	120	7	8,000	Ensign L. N. McNair	Manila
Chattanooga	Protected cruiser	3,100	10	4,700	Com. John D. McDonald	Amoy
Cleveland	Protected cruiser	3,100	10	4,700	Com. Hugh Rodman	Cavite
Dale	Torpedo-boat destroyer	120	7	8,000	Ensign F. J. Fletcher	Manila
Decatur	Torpedo-boat destroyer	120	8	—	Ensign C. S. Graves	Manila
El Cano	Gunboat	—	—	—	Lt. Com. W. D. Brotherton	Yangtze
Holena	Gunboat	1,397	18	1,800	Com. R. O. Bitter	Yangtze
Jufoos	Gunboat	—	—	—	Lieut. J. W. Schoenfeld	Cavite
Minotaur	Submarine	170	5	—	Lieut. C. A. Woodruff	—
Moccasin	Submarine	—	—	—	Ensign E. D. Worther	Manila
Mohican	Station ship	1,900	—	5,244	Ensign Robt. V. Lowe	Manila
Monadnock	Monitor	4,084	4	5,200	Com. H. A. Bispham	Cavite
Montez	Cruiser	3,430	25	—	Com. William G. Miller	Yokohama
New Orleans	Gunboat	243	8	—	Lieut. George C. Pogram	Cavite
Pampanga	Submarine	—	—	—	Ensign L. C. Van de Carr	Manila
Porpoise	Gunboat	—	—	—	Lieut. J. W. Schoenfeld	Cavite
Queros	Cruiser	6,206	14	—	Lt. Comdr. A. N. Mitchell	Cavite
Rainbow	Gunboat	242	8	250	Ensign N. H. Goss	Yangtze
Samar	Protected cruiser	8,150	25	7,075	Comdr. Joseph L. Jayne	Yokohama
Saratoga	Submarine	370	9	500	Ensign Hedry M. Jensen	Manila
Shark	Gunboat	1,397	20	1,894	Lieut. W. L. Friedell	Yangtze
Villalobos	Gunboat	—	—	—	Comdr. W. A. Edgar	Hongkong
Wilkes	Gunboat	—	—	—	—	—

Flagship of Rear-Adm. John Hubbard, Commander-in-Chief U.S. Asiatic Fleet.

GERMAN.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Emidon	Cruiser	3,600	22	13,500	Capt. v. Restorff	Tsingtau
Gneisenau	Armoured cruiser	11,600	36	26,000	Captain v. Ussler	Tsingtau
Ilia	Gunboat	900	12	1,300	Comdr. v. Gohren	Shanghai
Jaguar	Gunboat	900	12	1,300	Comdr. Varselov	Tsingtau
Leipzig	Cruiser	3,250	24	11,000	Capt. Behncke	Tsingtau
Luels	Gunboat	900	10	1,350	Comdr. Bondemann	Tsingtau
Nurnburg	Cruiser	3,400	22	13,200	Capt. Monsberger	Tsingtau
Otter	River gunboat	—	—	—	Capt. Lieut. Jantzen	Yangtze
Scharnhorst	Flagship	11,600	36	26,000	Capt. Rosing	Shanghai
S. 90	Torpedo-boat	400	8	6,500	Capt. Lut. Borrenberg	Tsingtau
Taku	Torpedo-boat	280	4	6,000	Oblt. z. S. Claassen	Tsingtau
Tiger	Gunboat	900	10	1,350	Comdr. Luppe	Tsingtau
Tsingtau	River gunboat	223	4	1,300	Capt. Lut. Frhr Fircks	Canton
Vaterland	River gunboat	223	4	500	Oblt. z. S. Prinz	Shanghai

FRENCH.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Dupleix	Armoured cruiser	10,014	30	20,000	—	Hongkong
Kleber	1st Class cruiser	9,700	12	19,800	—	Saigon
Decadee	Gunboat	845	10	1,000	Lieut. de Linares	Saigon
Argus	River gunboat	180	6	570	Lieut. d'Estienne	Canton
Vigilante	Gunboat	123	7	500	Lieut. Biscall	Canton
Peiho	Gunboat	130	—	—	Lieut. Paech	Tongku
Esturgeon	Submarine	—	—	—	Lieut. Combet	Saigon
Lynx	Submarine	—	—	—	Lieut. Marrs	Saigon
Perle	Submarine	500	—	—	—	Saigon
Protee	Submarine	—	—	—	Lieut. Morris	Saigon
Styx	Armoured gunboat	1,798	10	1,700	Lieut. Seriot	Saigon
Fronde	Destroyer	350	7	303	—	Saigon
d'Iberville	Destroyer	—	—	—	—	Saigon
Takou	Destroyer	250	9	—	—	Saigon Reserve
Pistolet	Destroyer	130	7	300	Comdr. Mortonel	Honguy
Mousquet	Destroyer	307	6	300	Lt. de la R. Keranderson	Saigon
Vauban	Torpedo-depot	—	—	—	—	Honguy
Veteran	Torpedo-depot	—	—	—	Lieut. Bihel	Cap. St. Jacques
Manche	Surveying-ship	1,025	10	9,000	Com. Ragoi de Touche	Saigon

Flagship of Rear-Admiral Colloche de Kerillis, Commander-in-Chief, the French China Station.
 Flagship of Commodore Boucaut, Commanding the local defence Indo-China.

PORTUGUESE.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Macao	Gunboat	—	—	—	Capt. Martins	Macao
Patia	Gunboat	700	—	—	Captain J. Milheiro	Macao

MARKET PRICES.

Hongkong, April 5, 1912.

BUTCHER MEAT.

Item	Price
Beef Sirloin & Prime Cut, — Mei Lung Pa	lb. 20.
" Corned, — Ham Ngau Yuk	" 20.
" Roast, — Shiu	" 20.
" Breast, — Ngau Lam	" 16.
" Soup, — Tong Yuk	" 15.
" Steak, — Ngau Yuk Pa	" 20.
" do. — Sirloin Coton — Ngau Lau	" 30.
" Sausages, — Ngau Chung	" 24.
Butcher's Brains, — Know	per set 9.
" Tongue fresh, — Ngau Li	each 45.
" Corned, — Ham Ngau Li	" 60.
" Head, — Ngau Tan	" 6.
" Heart, — Ngau Sum	" 12.
" Bump, Salt, — Ngau Kin	" 18.
" Feet, — Ngau Knek	" 9.
" Kidneys, — Ngau Yiu	" 18.
" Tail, — Ngau Moi	" 12.
" Liver, — Ngau Kon	" 12.
" Tripe (undressed), — Ngau To	" 6.
Calvo Head & Feet, — Ngau-chai-tau-kark	set \$1.
Mutton Chop, — Young Poi Kwat	lb. 22.
" Leg, — Young Poi	" 22.
" Shoulder, — Young Shau	" 20.
Pigs Chiddings, — Chu Chong	" 22.
" Brains, — Chu Know	per set 24.
" Feet, — Chu Kark	lb. 12.
" Fry, — Chu Chak	" 25.
" Head, — Chu Tau	" 15.
" Heart, — Chu Sum	each 13.
" Kidneys, — Chu Yiu	" 9.
" Liver, — Chu Con	" 15.
Pork, Chop, — Chu Pai Kwat	" 20.
" Corned, — Ham Chu Yuk	" 24.
" Leg, — Chu Poi	" 24.
" Fat or Lard, — Chu Yau	" 15.
Sheep Head and Feet, — Young Tau Kark	set 50.
" Heart, — Young Sum	each 6.
" Kidneys, — Young Yiu	" 9.
" Liver, — Young Con	" 24.
Sucking Pigs, To Order — Chu Chai	" 22.
Suet, Beef, — Sang Ngau Yau	" 20.
" Mutton, — Sang Yeung Yau	" 22.
Veal, — Ngau Chai Yuk	" 20.
" Sausages, — Ngau Chai Chung	" 20.

POULTRY.

Item	Price
Chicken, — Kai Chai	lb. 32.
Capon, Large, Small, — Sin Kai	" 32.
Ducks, — Ap	" 27.
Doves, — Pan Kau	each 24.
Eggs, Hen, — Kai Tan	per doz 24.
Fowls, Canton, — Kai	lb. 35.
" Hainan, — Hoi Nam Kai	" 32.
Geese, — Ngai	" 27.
Goose, Wild, — Shing-ho Yea Ngai	pair 1.
Musk Deer, — Wong Keng	each 1.
Hare, Shanghai, — Tu Chai	" 70.
Partridge, — Che Khoo	" 170.
Pheasant, — Shan Kai	pair \$ 170.
Pigeons, Canton, — Pak Kup	each 36.
" Hoihow, — Hoi How Pak Kup	" 25.
Quail, — Um Chun	" 23.
Rice Birds, — Wo Fa Cheul	dozen 25.
Suiper, — Sa Choy	each 25.
Turkeys, Cook, — Phor Kai Kung	lb. 51.
" Hen, — Na	" 05.
Wild Ducks, — Shai — Shang hoi Sai Ap	" 1.
Teal, — Sui Ap Chai	" 1.
Wild Ducks Canton, — Sang-Shing Sui Ap	" 1.

FISH.

Item	Price
Barbel, — Ka Yu	lb. 0.
Bream, — Bin Yu	" 16.
Canton Fresh Water Fish, — Hoi Sin Yu	" 16.
Carp, — Li Yu	" 22.
Catfish, — Chik Yu	" 18.
Codfish, — Mun Yu	" 18.
Crabs, — Hai	" 20.
Cuttle Fish, — Muk Yu	" 15.
Dab, — Sa Mang Yu	" 14.
Dace, — Wong Mei Lun	" 11.
Dog Fish, — Tit Tu Sa	" 8.
Eels, Congor, — Hoi Mann	" 15.
" Fresh water, — Tam Sin Yu	" 10.
Eels, Yellow, — Wong Sin	" 28.
Frogs, — Tien Kai	" 32.
Grouper, — Sek Pan	" 52.
Gudgeon, — Pak Kup Yu	" 12.
Herrings, — Tso Pak	" 20.
Halibut, — Cheung Kwan Kup	" 28.
Labrus, — Wong Fa Yu	" 16.
Loach, — Wu Yu	" 28.
Lobsters, — Lung Ha	" 20.
Maakrol, — Chi Yu	" 24.
Monk Fish, — Mong Yu	" 28.
Mullet, — Chai Yu	" 15.
Oysters, — Sang Hoo	" 20.
Parrotfish, — Kai Kang Yu	" 16.
Perch, — Lau Lau	" 15.
Pike, — Fa Paw Poong	" 8.
Plaice, — Pan Yu	" 18.
Pomfret, Black, — Hak Chong	" 22.
Pomfret, White, — Pak Chong	" 28.
Pawns, — Ming Ha	" 52.
Ray, — Pai Pa Sa	" 8.
Rock Fish, — Sak Ka Kung	" 15.
Salmon, — Ma Yan Yu	lb. 4.

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VESSELS LOADING.

European Ports.

Destination.	Vessel's Name.	For Freight	To be Despatched.
London, Rotterdam & Antwerp	Flintshire	J. M. & Co.	10 May
London and usual Ports	Assaye	P. & O.	27 April, Noon
London and Antwerp	Donbighshire	J. M. & Co.	15 June
Marseilles, Havre and Hamburg	Polynesia	M. M. Co.	23 April
Marseilles, via Suez	Sachsen	do	29 April
Marseilles, Havre and Hamburg	Atsuta Maru	N. Y. K.	24 April, 4 light
Marseilles, Havre and Hamburg	Sithonia	H. A. L.	27 May
Rotterdam, Hamburg & Antwerp	O. J. U. Ahlers	do	5 May
Havre, Bremen and Hamburg	C. F. Laeisz	H. A. L.	10 May
Havre, Bremen and Hamburg	Scandia	H. A. L.	7 June
Rotterdam, Hamburg & Antwerp	Arendia	H. A. L.	31 May
Trieste via Singapore, &c.	Bohemia	S. W. & Co.	19 May
Trieste via Singapore, &c.	China	S. W. & Co.	1 May

New York, San Francisco and Canada.

New York	Montrose	D. & Co.	23 April
New York	Matopo	Bank Lines	15 May
San Francisco via Shanghai and Japan	China	P. M. Co.	23 April
do do do	Perisa	P. M. Co.	23 April
do do do	Manchuria	P. M. Co.	30 April, 1 p.m.
do do do	Mongolia	P. M. Co.	21 May
do do do	Nile	P. M. Co.	14 May, 1 p.m.
San Francisco via Shanghai & Japan &c.	Chiyo Maru	T. K. K.	7 May
do do do	Nippon Maru	T. K. K.	28 May
do do do	Tenyo Maru	T. K. K.	4 June
do do do	Shinyo Maru	T. K. K.	25 June
do do do	H'kong Maru	T. K. K.	7 June, Noon
Mexico, Peru, Chili via Japan	O. S. K.	14 May	
do do do	Seattle Maru	T. K. K.	6 August
do do do	Kiyo Maru	T. K. K.	4 October
do do do	Buyo Maru	T. K. K.	30 April
Victoria & Tacoma via Shanghai & Japan	Panama Maru	O. S. K.	28 May
do do do	Mexico Maru	O. S. K.	11 May
Vancouver via Shanghai, Japan &c.	Emp. of Japan	C. P. R. Co.	1 June
do do do	Monteagle	C. P. R. Co.	1 June
Seattle, via Nagasaki &c.	Minnesota	N. Y. K.	3 May, Noon
Victoria, Seattle via Shanghai & Japan	Awa Maru	N. Y. K.	23 April, Noon

Australia.

Australia	St. Albans	G. L. & Co.	27 April
Australian Ports &c. via Manila	Yawata Maru	N. Y. K.	10 May, Noon
Australia via Manila Ports	Changsha	B. & S.	22 April, 1 p.m.

Singapore, Coast Ports and Japan.

Singapore, Penang and Calcutta	Namsang	J. M. & Co.	27 April, Noon
Singapore, Penang and Calcutta	Mattara	J. M. & Co.	29 April, Noon
Singapore, Penang and Rangoon	Futaba	J. M. & Co.	10 May
Singapore, Penang, Rangoon and Calcutta	Totomi Maru	N. Y. K.	4 May
Kobe and Yokohama	Coblenz	N. D. L.	3 May
Kobe and Yokohama	Kitano Maru	N. Y. K.	25 April
Kobe and Yokohama	Fuzika	J. M. & Co.	2 May, Noon
Yokohama and Kobe	Kaijo Maru	O. S. K.	24 April, Noon
Foochow via Swatow and Amoy	Cheongshing	J. M. & Co.	24 April, Noon
Tientsin via Weihaiwei	Huichow	O. S. K.	26 April, 4 p.m.
Weihaiwei and Tientsin	Kiukiang	B. & S.	26 April, 4 p.m.
Tsingtau, Chefoo and Newchwang	Daigi Maru	O. S. K.	21 April, Noon
Tientsin via Swatow and Amoy	Haitan	D. L. & Co.	23 April, 11 a.m.
Swatow, Amoy and Foochow	Slavia	M. M. Co.	22 April
Shanghai, Kobe and Yokohama	Andalusia	do	30 April
do do do	Slavonia	do	30 April
do do do	Bohemia	S. W. & Co.	5 May, 4 light
Shanghai	Lian	B. & S.	25 April, 4 p.m.
Shanghai	Chinhua	B. & S.	25 April, 4 p.m.
Shanghai	Anhui	B. & S.	27 April, 4 p.m.

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PASSENGERS.

Outward

Per P. and O. steamer Malwa, connecting with the steamer Assaye at Colombo. From London March 8:—
To Yokohama:—Mr. E. P. Broadwick.
To Shanghai:—Mr. D. Maitland.
To Hongkong:—Comdr. H. Luxmoore, Mr. E. P. Lang, Mrs. Miss, and Messrs. Lindstrom, Mr. F. W. Foster.
To Singapore:—Mr. R. S. Bainbridge, Miss E. Standerwick, Miss W. M. Church, Mr. H. F. Mills, Mr. H. V. Jordan, Mr. J. S. Mackay, Mr. T. S. Livingstone.
To Penang:—Mr. J. King, Mr. L. B. Symes, Mr. E. Nightingale, Miss F. Bridge, Mrs. G. D. Freer, Mrs. D. C. Jeffrey, Mr. A. Goldie.
From Marseilles March 15:—
To Hongkong:—Mr. J. Bain.
To Penang:—Mr. H. T. Bingham, Mr. A. Scott, Mr. G. V. Oldham, Mr. J. Craig.
Per P. and O. steamer Burneo. From London March 9:—
To Yokohama:—Mr. E. F. Seymour.
To Shanghai:—Mr. and Mrs. J. Malo, Mrs. and Miss Purroth, Miss E. Roope, Miss L. Walker, Mr. and Mrs. A. Rouse and children, Capt. and Mrs. E. W. Atkinson, Miss A. Proctor, Capt. and Mrs. T. A. O. Best.
To Hongkong:—Mr. S. W. Harris, Mrs. T. Brazier and children, Mr. A. M. Pritchard.
To Singapore:—Mr. P. Glynn, Mr. E. C. H. Charlwood, Mr. P. G. Norman, Mr. J. R. Kerridge, Capt. T. B. Olive, Lieut. B. T. C. Frenth.
To Penang:—Mrs. W. N. Bright and child, Mrs. B. M. Smith, Mr. G. H. Jennings, Mr. and Mrs. W. E. Copland, Mr. R. M. Fenton, Mr. Fairweather, Miss Grouly, Mr. D. C. Macaskill, Mr. J. L. Sims, Mr. P. G. Forbes, Mr. R. Taylor, Mr. A. R. Douglas, Miss K. Walker, Mr. N. Boyan, Mr. Hamby, Mr. W. E. Wallis.
Per P. and O. steamer China, connecting with the steamer Oceania at Colombo. From London March 23:—
To Yokohama:—Mr. and Mrs. Trevelan and children.
To Singapore:—Mr. G. Frazer, Mr. B. R. C. Reid, Mr. H. D. B. Williams, Mr. F. R. Sayers, Mr. N. W. Steinberg, Mr. H. H. Holdbrook, Mr. W. L. Horwell, Mr. W. A. Taylor, Mr. E. W. Taylor, Mr. P. A. Winter, Miss L. Shand, Mr. G. E. Teale, Mr. R. J. A. Wynne, Capt. R. L. Moore, Mr. J. Milne. To Penang: Mr. Park and child.
From Marseilles March 30:—
To Singapore:—Mr. A. Frazer.
Per P. and O. steamer Syria. From London March 23:—
To Shanghai:—Mrs. and Miss C. L. Lowdon.
To Hongkong:—Mrs. Ormiston and child, Mrs. W. J. Ratty and child.
To Samarang:—Miss K. Penbreath.
To Singapore:—Mr. E. Pugh, Mrs. Wolfstan, Mrs. and Miss Abrams, Mrs. J. B. Morrell, Capt. H. G. H. Morrell, Mr. W. R. G. Hickey, Mrs. E. Southam, Dr. C. Strickland, Mr. C. A. R. Goutley, Miss Anderson, Mr. W. Ansell.
To Penang:—Mr. Park and child, Mr. and Mrs. F. Mann, Mr. and Mrs. J. Bailey and children, Mr. W. Field, Miss A. Borston, Mr. A. J. Hall, Miss L. Lafford, Mr. C. F. Bryer, Mr. T. Grieve, Miss Gilda, Mr. C. Strickland, Mr. J. E. Wilde, Mr. D. Graham, Mr. W. S. Harding, Mrs. D. Lawler-Bailey.
Per P. and O. steamer Macedonia, connecting with the steamer Devanha at Colombo. From London April 4:—
To Singapore:—Mr. and Mrs. J. W. Boyd-Walker, Mr. and Mrs. S. A. Lane and child, Mr. C. E. W. Hogg, Mr. A. C. Vigers, Miss H. M. Barrett, Mr. G. Pierson.
From Marseilles April 11:—
To Singapore:—Mr. and Mrs. T. H. Stewart, Mr. and Mrs. Roushons and children.
Per P. and O. steamer Nora. From London April 6:—
To Yokohama: Mr. K. Ogilvie, Mr. F. Singer.
To Shanghai:—Mrs. and Master Wedermeyer.
To Hongkong:—Mr. W. T. Harbord, Mrs. A. C. Cleverley and child, Miss King.
To Singapore:—Mrs. T. W. Rowley and children, Mr. and Mrs. W. H. Hanson, Mr. H. K. Shaw, Miss A. L. MacKenzie, Mrs. W. Blake and child, Mr.

and Mrs. R. Williams and child, Mr. P. Armstrong, Mr. N. Robertson, Mr. Handmann, Mr. A. J. E. Davis.
Per N.D.L. steamer Prinz Ludwig. From Hamburg March 7:—
To Yokohama: Mrs. H. and Miss M. Sanjka, Mr. and Mrs. A. v. Winterfeld. To Hongkong: Mr. H. Riemschneider, Mr. H. Schumacher, Dr. V. Sevilla, Mr. A. Lindner, Mrs. Buhrmann and children. From Antwerp March 11:—
To Sourabaya: Mrs. W. Do Bous. To Singapore: Mr. and Mrs. W. Coops, jun. Mr. and Mrs. J. Mow. From Southampton March 12:—
To Yokohama: Mrs. Hauptmann Solger and child, Mrs. A. Hilde and child. To Shanghai: Mrs. A. Walsh and child, Miss H. D. Gordon. To Hongkong: Mr. and Mrs. E. W. Carpenter, Mr. G. B. Reid. To Sandakan: Mr. O. Holmann. To Singapore: Miss L. Samy, Mr. G. Horne, Mr. A. Robertson, Mr. and Mrs. Lindsay Browne. To Penang: Mrs. H. Howitt and children. From Genoa March 21:—
To Yokohama: Mr. and Mrs. E. Schaunloff. To Kobe: Mr. and Mrs. C. Chieken. To Shanghai: Mrs. A. Henderson, Mr. Willich. To Hongkong: Dr. T. von Wesel, Dr. and Mrs. Salecker and child, Mr. Kummerich, Sister B. Burdener, Madam S. von Wechmer, Mr. B. von Harling, Mrs. M. Brueker, Miss E. Wilhelm, Mr. J. Morcier, Mr. Strohkorb. To Manila: Mr. and Mrs. Grossman, Mr. Hoyer, Mr. Paternoster. To Bangkok: Mr. A. Marlow. To Batavia: Mr. H. G. Gonsalves. To Sourabaya: Mr. J. de Haan, Mr. C. von Bezije. To Samarang: Mr. J. P. A. Paris and family. To Belawan-Dell: Miss E. Wallach. To Singapore: Mr. L. Bondien, Mr. M. P. Omen, Mr. F. J. J. F. Biberle, Mr. P. Kracke, Mr. B. Bos, Mr. G. W. van Tapparen, Mr. van Hoogarde, Mr. Goldschmidt. To Penang: Mr. M. Goldenberg, Miss Schmidt, Mrs. de Baux, Mr. H. B. C. Falk. From Port Said:—
To Hongkong: Miss W. M. Carden. From Colombo:—
To Shanghai: Dr. and Mrs. Mydersen, Mrs. McCollan, Mr. J. L. Tillotson. To Hongkong: Mr. F. J. Bennett, Dr. H. E. Isaacson and daughters.

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Bannatyne, Miss M. McNeill, Mr. and Mrs. F. E.
Belly, C. Midzu hima, J.
Bellon, Dr. Mody, Mr. & Mrs. J. H. N.
Bird-haw, H. child
Bradfield, N. child
Child, Mr. & Mrs. Mrs.
Ellie, Mr. & Mrs. Mrs.
R. H. Paul, O. A.
Elvies, C. A. Penman, H.
Fisher, P. Proy, C. A.
Ginko, A. Presberger, H.
Haskell, D. Ransay, Mrs. R.
Hill, A. Head, E. B.
Hirano, H. Rees, L. G.
Hunter, H. Shaver, Mr. and Mrs. J. S.
Kemp, Capt. and Mrs. J. S.
Mrs. W. J. Sibree, Dr. A.
Keston, A. C. Smith, Mrs. A. G.
Kingham, Mr. and Spurge, H. S.
Mrs. St. wart, Capt. & Mrs. Allan H.
Kraft, Mr. & Mrs. Mrs. Allen H.
W. D. and children
Lanlan, Mr. & To-ke, Mr. and Mrs. O.
Mrs. O. Mrs.
Lecox, J. Watkins, H.
Lemaire, Mr. and Waldron, J.
Mrs. & child Young, J. H.

UNCLAIMED TELEGRAMS.

Eastern Extension.

List of unclaimed telegrams lying in the Eastern Extension Office at Hongkong:—
Bard, Peak Hotel, from Oxford.
Benjamin, Passenger Austria Lloydiano, from Shanghai.
Boteler, Hongkong Hotel, from Manila.
Captain Hunt, Punjab, from London-Sub.
Compton, from Manila.
George Desbion, from Manila.
Hunelougue, Fathongkaihow Street, from Port Louis, Mauritius.
Jaun Wah, Connaught Road, from Friesland.
Konghaplong, from Manila.
Konhoplong, from Hilo.
Kwongyik, from Singapore.
Lambert, from Manila.
Loongwa No. 30, Third floor, Pottinger Street, from Bangkok.
Major Alonzo Gray, steamer Yuensang, from Manila.
Mansfield, from Manila.
Mc, from Kuala Lumpur.
Mr. Vong long Chaz Chaiman-kwok Middle Market, from Saigon.
Nichols, from Manila.
Quanglong, Bonham Strand, from Cionfuegos.
Quinan, passenger Korea, from Manila.
Schillege, from Manchester.
Taytiangsong, from Samra ng.
Toongyik Crop Singheong Twenty Main Street, from Kuala-kubu.
Tautonia, from Bangkok.
Yapkonah, 120, Teokpootow, from Kuala Lumpur.
Yuenfat, from Bangkok.
0083, 3166, 2975, 5887, from Tientsin.
J. M. BECK, Superintendent.

Great Northern.

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong:—
Anatolia.
Chaney, E. A., Hongkong Hotel.
Chloang.
Chonglinglong, Mercer Street.
(2) Chunhingohan, Wing Lok St.
Cudahy, Hongkong Hotel.
Chokonges Sionyu.
Hangsingtai.
Kwonheuyin.
Lieso, Passenger Princess Alice.
More Astor.
Pardon Bradley.
0022, 3883, 1344, 7127 (2).
0022, 3883, 2212, 2052.
2480, 0312, 3152, 5887.
2494, 7127.
2905, 1595.
3390, 1344, 5804, 0337, 0077, 0448.
H. K. Station April 14, 1911.
E. V. JESSEN, Acting Superintendent.

WATER RETURN.

Level and Storage of water in

Reservoirs on April 1, 1912.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

1911. 1912.

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COMMERCIAL.

Share Report.

The market opened strong in the early part of the week but closed somewhat easier; the Titanic disaster has had a depressing effect in London, and this to some extent has influenced our local market.

Rubber is quoted from London at 4.10-1.2 per lb. market quiet. Bar Silver is quoted at 27.38 for ready and 27.1-4 for forward delivery, steady.

Exchange on London opened today at 1/11.1-2 T.T.

Banks.—Hongkong and Shanghai Banks have changed hands at \$850 and a fair business has been put through with London; the London price is \$83.10.0.

Marine Insurance.—Unions close on offer at \$865. North China are quoted at Tls. 145 buyers from Shanghai. Cantons are in demand at \$205 after sales at this rate.

Fire Insurance.—China Fires after sales at \$131 and \$132 close with buyers at the former and sellers at the latter rate. Hongkong Fires are a strong market at \$341.

Shipping.—Hongkong, Canton and Macao Steamboats have improved to \$27.1-2 with sales and further shippers. Shell Transports were sold to London at \$116 in the early part of the week and have since declined to 112. Indo-China close in demand at \$70; the London rate is \$71.0. Star Ferries are unobtainable at \$32 for the old and \$30 for the new issue.

Mining.—Rubber is in demand at \$4.3-4 after sales at \$4 and \$4.1-2. Langkats have declined to Tls. 70 buyers after sales at various rates from Tls. 73 to 70. Chinese Engineers have been offering from London throughout the week at \$0. Tronohs have declined to 71/6 buyers, 72/6 sellers.

Refineries.—Sugars are in demand at \$104. Luzons have changed hands at \$31 and are now offering at \$33.

Docks, Wharves and Godowns.—Hongkong Docks have advanced to \$18 and at the figure shares are obtainable. Kowloon Wharves are in request at \$58.

Lands, Hotels and Buildings.—Hongkong Lands are in demand at \$105. Humphreys Estates have been the medium of a fair business at \$7.1-2 and more shares are wanted.

Cotton Mills.—Hongkong Cottons have changed hands in fair quantities at \$5.00. Erors are quoted from Shanghai at Tls. 92.

Miscellaneous.—Cements have receded to \$4.1-2 with buyers at the rate. Electricies are wanted at \$23.1-4. China Borneos have been booked at \$10.1-2 and close in request. China Providents are a strong market at \$8.00.

Dairy Farms are wanted at \$21.1-2. A. S. Watsons have been an active market at \$5.1-2. Wm. Powells have improved to \$6.3-4 with sales. China Light and Powers can be placed at \$1.45.

Quotations received from London by wire to-day:—

Banks	£83/10/-
Shells	112/-
Indos	£7/10/-
United Serdungs	113/6/-
Langkats	102/-
Merlinau	3/9

The telegraph lines of Persia total 6,312 miles in length.

Forty thousand wireless telegrams reached the coast of Great Britain last year.

The Forestry Department has 100,000,000 acres of timberland in its charge.

The Pacific Ocean is thought weigh 948,000,000,000,000,000 tons.

The pores in the human skin number about one thousand to the square inch.

It would require 2,000,000 years for the sea water of the world to flow over Niagara.

There are two persons to the square mile throughout Canada and Newfoundland.

The amount of starlight reaching the earth is equal to that of three thousand stars of the first magnitude.

Public Companies.

CHINA TRADERS' INSURANCE CO., LTD.

Notice to Shareholders.

NOTICE is hereby given that the Forty-Sixth Ordinary Yearly Meeting of the Company will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on TUESDAY, the 23rd April, 1912, at 12.30 p.m., for the purpose of receiving the report of the Directors together with the statement of account to 31st December, 1911, and of declaring Dividends, etc.

The Transfer Books of the Company will be closed from 13th April to the 23rd April, both days inclusive. By Order of the Board, C. MONTAGUE EDE, Secretary.

Hongkong, 3rd April, 1912. [200]

UNION INSURANCE SOCIETY OF CANTON, LTD.

Notice to Shareholders.

NOTICE is hereby given that the Thirty-Ninth Ordinary Yearly Meeting of the Society will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on TUESDAY, the 23rd April, 1912, at Noon, for the purpose of receiving the report of the Directors together with the statement of account to 31st December, 1911, and of declaring Dividends, etc.

The Transfer Books of the Society will be closed from 13th April to the 23rd April, both days inclusive. By Order of the Board, C. MONTAGUE EDE, Secretary.

Hongkong, 3rd April, 1912. [289]

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-THIRD ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, St. George's Building, on SATURDAY, the 4th May, 1912, at 12 o'clock, Noon, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 25th February, 1912, and electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 20th April to the 4th May, 1912, both days inclusive. By Order of the Board of Directors, GIBB LIVINGSTON & CO., Agents.

Hongkong, 17th April, 1912. [31]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HA FAYEARLY MEETING of the above Club will be held on SATURDAY, the 27th April, 1912, at 12.30 p.m., at the Office of the JOCKEY CLUB on the Ground Floor of the Hongkong Club Annex, Chater Road.

By Order, T. F. HOUGH, Clerk of the Course.

Hongkong, 13th April, 1912. [301]

It is hereby notified that a meeting of the Licensing Board will be held in the Council Chamber of Commerce at 2.15 p.m. on WEDNESDAY, the 1st day of May 1912, for the purpose of considering the following application under the Liquor Licences Ordinance, 1911, viz:—

From one Tu Ping Kwong for the transfer to him from one R. A. Tschumann, of the Publican's Licence to sell by retail intoxicating liquors on premises Nos. 11 and 13 Nathan Road, Kowloon, under the sign of "The Station Hotel."

G. A. WOODCOCK, Secretary to the Licensing Board.

Hongkong, 13th April, 1912. [315]

Auction.

PARTICULARS AND CONDITIONS.

NOTICE of the letting by Public Auction Sale, to be held on MONDAY, the 22nd day of April, 1912, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND adjoining Inland Lots Nos. 54 and 1659 in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Lot No.	Area	Boundary Measurements	Area	Area
54	1.5	1.5	1.5	1.5
1659	1.5	1.5	1.5	1.5

Hongkong, 13th April, 1912. [308]

To Sail.

THE AMERICAN & MANOHURIAN LINE. FOR NEW YORK.

(With Liberty to call at the Malabar Coast.)

THE Steamship.

"MATOPPO," Captain Durand, will be despatched for the above port on or about WEDNESDAY, 15th May.

For Freight and further information, apply to

THE BANK LINE, LTD.

General Agents.

Hongkong, 13th April, 1912. [309]

Regular Steamship Service.

PROPOSED SAILING FROM HONGKONG.

FOR NEW YORK.

(With Liberty to call at the Malabar Coast and to proceed via the Cape of Good Hope.)

S.S. "MONTROSE" (on or about 23rd April).

For Freight and further information, apply to

DODWELL & CO., LTD.

Agents.

Hongkong, 13th April, 1912. [283]

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship.

"PRINZ LUDWIG," having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited; Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 24th April, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th April, at 9.30 a.m.

All claims must reach us before the 30th April, 1912, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, BREMEN.

General Agents.

Hongkong, 17th April, 1912. [31]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, MOJI AND KOBE.

THE Steamship.

"JAPAN," having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at consignee's risk and expense into the hazardous and/or extra hazardous Godowns, of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LTD.

Agents.

Hongkong, 19th April, 1912. [316]

INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship.

"KUTSANG"

having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 20th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 13th April, 1912. [8]

THE FAMINE IN CHINA.

EIGHT Famine Districts with an area of 20,000 square miles. TWO and a half million people facing starvation.

PLEASE SEND YOUR CONTRIBUTION TO-DAY. IT WILL HELP TO SAVE LIFE.

Treasurer, H. O. GULLAND, Esq., Manager, International Baking Corporation, Shanghai.

Hongkong, 13th April, 1912. [308]

Banks.

INTERNATIONAL BANKING CORPORATION.

Depository of the U.S. Government in the Philippines and the Republic of Panama. Head Office—60, Wall Street, New York. London Office—25, Bishopsgate, E.C.

BRANCHES:

Bombay, Calcutta, Canton, Cebu, Hankow, Hongkong, Kobe, Manila, Mexico, Peking, San Francisco, Shanghai, Yokohama.

Capital and Reserve \$10,000,000. Assets \$10,000,000. EVERY DESCRIPTION OF BANKING BUSINESS TRANSACTED.

DEPOSITS RECEIVED, fixed for the year at 4% per annum or for shorter periods, at rates, which may be ascertained on application.

LETTERS OF CREDIT AND DRAFTS granted on all the principal cities in the World. THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued. PURCHASE and Sale of Stocks and Shares effected. The Officers of the Bank are bound not to disclose the transactions of any of its customers.

GEORGE HOGG, Manager.

9, Queen's Road, Hongkong.

Hongkong, 22nd March, 1912. [19]

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

AUTHORIZED CAPITAL YEN 48,000,000. PAID-UP CAPITAL " 30,000,000. RESERVE FUND " 17,500,000.

Head Office—YOKOHAMA.

Branches and Agencies at: Antung, Hainan, Bombay, Calcutta, Changchun, Dai-ku, Fanching, Hankow, Harbin, Kobe, Liao-Yang, London, Lyons, Nagasaki, New York, Osaka, Peking, San Francisco, Shanghai, Tientsin, Tokyo.

INTEREST ALLOWED ON CURRENT ACCOUNTS.

Deposits received for fixed periods at rates to be obtained on application.

TAKEO TAKAMICHI, Manager.

Hongkong, 1st April, 1912. [18]

NOTICES.

HONGKONG CORINTHIAN YACHT CLUB.

THE Closing Cruise will be held at the Lai Chi Kok on SUNDAY, 21st inst., Ladies and Visitors Races. Luncheon may be held ashore.

Launch for Members and friends will leave Miao-Pier, 10.30 a.m. sharp.

ALEX. P. STORNE, Hon. Secretary.

THE INSTITUTION OF ENGINEERS & SHIPBUILDERS OF HONGKONG.

King's Buildings.

A Smoking Concert will be held in the rooms of the above Institution on SATURDAY, April 20th, at 8 p.m. Admission by Ticket. Visitors are cordially invited. Tickets may be procured at the Institute.

W. J. TROAKES, Secretary.

Hongkong, 5th April, 1912. [307]

HONGKONG ELECTRIC CO., LTD.

NOTICE.

ON and after May 1st, 1912, the charge for lighting fees, etc., will be reduced to TWENTY-SEVEN per cent, and the charge for Radiant and Motor to ten per cent. D'SCOOTS WILL REMAIN AS AT PRESENT.

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 17th April, 1912. [313]

NOTICE.

WE have This Day REMOVED our Offices to Top Floor, POWELL'S NEW BUILDING, 12, Des Voeux Road Central.

A. B. MOULDER & CO. Hongkong, 15th April, 1912. [314]

THOSE wishing to enter for the SOLDIERS' CLUB CRICKET AND FOOTBALL CHALLENGE SHIELD. Competitions should notify Mr. THORNHILL of the Soldiers' Club.

Entrance Fee \$5.

Hongkong, 2nd March, 1912. [218]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 875 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 13th April, 1912. [315]

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$1,000,000. RESERVE FUND \$1,000,000. ASSETS \$1,000,000.

RESERVE LIABILITY OF £20,000,000.

COURT OF DIRECTORS: F. H. ARMSTRONG, Esq., Chairman. G. F. FRIEDLAND, Esq., G. G. GUBBY, Esq., G. H. LAUREN, Esq., F. LEB, Esq.

CHIEF MANAGER: HONGKONG—H. E. B. HUNTER. SHANGHAI—H. E. B. HUNTER. LONDON—BANKERS—LONDON COUNTY AND WESTMINSTER BANK LIMITED.

HONGKONG—INTEREST ALLOWED. On Current Accounts at the rate of 3 per Cent. or Annus on the daily balance.

ON FIXED DEPOSITS: For 3 months, 3 1/2 per Cent. per Annus. For 6 months, 4 per Cent. per Annus. For 12 months, 4 1/2 per Cent. per Annus.

K. J. STARR, Chief Manager.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per Cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per Cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, K. J. STARR, Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1858.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000. RESERVE FUND £1,650,000. RESERVE LIABILITY OF PROPRIETORS £1,200,000.

FOREIGN EXCHANGE and General Banking business transacted. CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

W. DICKSON, Manager.

Hongkong, 14th April, 1912. [22]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tsch. 7,500,000.

HEAD OFFICE—FRANKFURT. BOARD OF DIRECTORS—BRUNNEN.

BRANCHES: Berlin, Calcutta, Canton, Hankow, Kobe, Peking, Singapore, Tientsin, Yokohama.

LONDON BANKERS: Messrs. N. M. Rothschild & Sons. THE UNION OF LONDON AND BRISTOL BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENTS.

DIRECTOR DER DISCONTO GESAMT ANSTALT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application.

Every description of Banking and Exchange business transacted.

R. TIMMENSCHIEDT, Manager.

Hongkong, 9th Oct. 1911. [2]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital £1,000,000. Subscribed " 1,125,000. Paid Up " 662,000. Reserve Fund " 865,000.

HEAD OFFICE: 40, The Strand, London, E.C.

BRANCHES: Bombay, Calcutta, Canton, Hankow, Kobe, Peking, Singapore, Tientsin, Yokohama.

AGENTS IN JAPAN: Messrs. Jardine, Matheson & Co., Ltd., Bank of England, London Joint Stock Bank, Ltd.

EVERY description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Customers. Letters of Credit granted on Agents and Correspondents all over the world.

Interest allowed on Current Accounts at 3 per Cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. O. MACDONALD, Manager.

Exchange.

Selling.

1/7. Demand 1/11 9/16. 10 d/s. 1/11 1/10. 80 d/s. 1/11 1/10. 4 m/s. 1/11 1/10. T/T. Shanghai. 75. T/T. Singapore. 88 1/2. T/T. Japan. 140 1/2. T/T. India. 140 1/2. Demand India. 148 1/2. Demand, Manila. 90 1/2. T/T. San Francisco and New York. 47 1/2. T/T. Java. 117 1/2. T/T. Marks. 201. T/T. France. 247 1/2.

Buying. 4 m/s. L/C. 2/1. 4 m/s. D/P. 2/1. 4 m/s. L/O. 2/1. 80 d/s. Sydney & Melbourne. 2/1. 10 d/s. San Fco & New York. 48 1/2. 4 m/s. Marks. 200. 4

SCOTLAND.

In Edinburgh there was recently presented a Masque of Learning, or a pageant of education through the ages. It was organised by Professor Patrick Geddes and his colleagues in celebration of the semi-jubilee of the University Hall of residence. The scheme of the pageant comprised a presentation of the culture aspects of all the great civilisations—Eastern and Western, ancient and modern; from the Egyptian, Indian, and Chinese systems, through the Greek and Roman, Celtic and

IRELAND.

Montgomeryshire.
Enthusiastic scenes were witnessed in Montgomeryshire when the two young farmers David Andrew and John Evans reached their homes at Llanllugan after undergoing a month's imprisonment in the second division for night poaching and assaulting a gamekeeper named Bowen, leave to appeal against the verdict having been refused. The young men were welcomed by a large crowd at Llanfair Station, and when they reached their homes four miles away, the wildest enthusiasm prevailed. About a dozen collecting-books have been distributed, and it is estimated that close on £100 will be collected towards their expenses, and the vicar of the parish is also arranging a concert.

MAILS VIA SIBERIA.

MAUS DIE

MAILS CLOSE.

Siberian
Mail.

VESSELS IN PORT

СТРАЖЕВ.

Temperature	68	82
Humidity	98	61
Rain	—	—

Hubbard, Mrs. Oli. Taklehe
F. Warner, Dr E. R.
West, Miss O.

Printed and Published by the Proprietor, Dr. J. W. Noble, at
 Dr. J. W. Noble, at the City of Portland, Oregon.